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Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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FEB 12 1981

The gavel changes hands: Board elects new president

Fellow employees And community mourn Murdered operator

John H. Thomas

Waves of grief and puzzlement swept through AC Transit and throughout the communities it serves following the apparently motiveless murder of an on-duty bus driver this month.

John H. Thomas, a personable and popular man, was shot to death the night of January 18th while at the wheel of his Line 64 coach.

"It was a tragic and senseless act," said Board President Roy Nakadegawa. "There was just no explaining the untimely death of this fine driver, well-liked fellow worker and true servant of our public."

In an unprecedented tribute to Thomas, those fellow drivers not able to be among those at the funeral in Oakland stopped their buses to observe a moment of "In Memoriam" tribute. This District-wide observance was timed to coincide with the beginning of the Requiem Mass.

And at that moment, General Manager Robert E. Nisbet expressed the District's official condolences by addressing all drivers and riders by in-coach radio:

"All of us in management join with you in expressing our deepest sympathy to the family of John Thomas," Nisbet said, pledging an urgent, top priority effort to join Amalgamated Transit Union Local 192 and local law enforcement "to make our buses safer for drivers and passengers."

Following Thomas' death, the Board of Directors made immediate offer of a $10,000 reward for information leading to arrest and conviction. And by month's end, Oakland Police had a teen-aged suspect in custody.

Thomas, 38-years-old and a driver since 1974, is the second AC Transit bus driver to be killed while on duty in the District's 20-year history. The first such fatality was in 1965.

He is survived by his widow Gloria and by daughters Cynthia and Theresa.

Employees who knew Thomas particularly well were in total agreement with that portion of the funeral eulogy written by family members: he was "a gentle man, with an easy-going, smiling nature... he never hassled people, but brought calm to situations filled with tension and turmoil."

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Three re-electees take Director oath

FEB 12 1981
UNIVERSITY OF CALIFORNIA

TAKING OATH — Judge Frances Carr swears in re-elected Directors (left to right) William E. Berk, Michael H. Fajans, and Ray Rinehart as the four other Board members — Jean Holmes, John McDonnell, William J. Bettencourt, and Roy Nakadegawa — observe the proceedings. The year's first meeting also saw election of Nakadegawa and Holmes to the posts of Board President and Vice-President, respectively.

Director-at-Large Roy Nakadegawa has been elected to serve as President of AC Transit's Board of Directors for the coming year.

He was selected by fellow Directors on January 14, during the Board's first 1981 meeting. He succeeds Richmond resident William E. Berk, Board President the past two years.

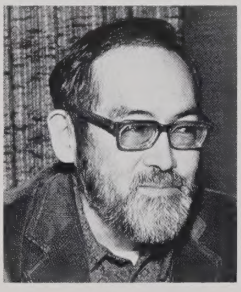
Nakadegawa was first elected to the Board in 1972. As a resident of Berkeley, he also participates in that city's civic and community groups, as well as in local, state and national transit organizations.

He serves as a senior civil engineer for the City of Richmond, and his professional activities include membership on the California State Board of Registration for Professional Engineers.

Named to serve as Board Vice President for the year was Jean Holmes, who has represented Fremont, Newark and portions of Hayward on AC Transit's policy-making body since 1977. She is a resident of Fremont and operates a business there.

The election of board officers followed the official swearing-in of three directors returned to office in the general election last November.

Sworn in by the Honorable Frances Carr, Associate Justice of the 3rd District Court of Appeal, were William E. Berk, retired Richmond businessman, Ward II; Michael H. Fajans, Berkeley resident and an urban planner, Ward I; and Ray Rinehart, Oakland certified public accountant, Director-at-Large.



Roy Nakadegawa

Jean Holmes

THE COVER — After two years as Board President, William E. Berk (right) passed on the gavel to his successor, Roy Nakadegawa, elected during the year's first Directors' meeting.

Nat Gage

Richard Fratus

Loren Ball

Employees move higher in organization

Three appointments to higher positions within the management organization were announced at year's end.

Nathaniel A. "Nat" Gage, who joined AC Transit last May after serving nearly a decade with the Metropolitan Transportation Commission, has been named assistant general manager for finance. Previously, he had functioned as executive assistant for financial management.

Before joining MTC, where he became deputy executive director, Gage served in the Army for 35 years, retiring as a colonel.

Richard A. Fratus, who served previously as AC Transit's assistant treasurer-controller, now holds the post of controller.

Fratus joined the organization in 1977 after seven years with two Bay Area-based airlines — World Airways, where he was assistant controller, and Trans International Airlines, where he was director of accounting.

Loren A. Ball, a bus transportation veteran with more than 20 years of service with AC Transit and Key System, is the new transportation manager, succeeding Dale Goodman, who retired last year after 41 years in the transportation industry. Ball had been assistant transportation manager since 1975.

His previous positions included chief transportation supervisor, dispatcher, and driver.

More promotions

Other areas of the System reporting recent promotions include:

Purchases and Stores

Eddie M. Vigil is assuming the position of supervisor of stores after 12 years of experience in all phases of the stores function.

Schedule

Melvin N. Reece has been promoted to assistant superintendent of schedules after serving as supervisor of schedules since 1978. He joined AC Transit in 1963. Reece's successor as supervisor of schedules is *Tommy R. Malone.*

Maintenance

Anthony R. Haile is now a foreman in Maintenance Department, where he previously worked as Mechanic A-Leadman.

BART/Concord patrons Have new bus shuttle

To aid BART/Concord passengers dislocated by a changeover to permit-only parking on neighborhood streets once used for train passenger parking, AC Transit has extended its BART Express service to shuttle commuters from a new parking lot on Bailey Road to the station.

The service, provided under AC Transit's existing BART Express contract, utilizes three buses operating on 10-minute headways during morning and afternoon peak commute hours.

The January 5 changeover to permit-only parking adjacent to BART/Concord dislocated an estimated 300 automobiles, whose owners now have the option of using the new BART-developed parking area and the free shuttle to the station.

Sneed, Christi enter 25-Year safety category

SAFETY SALUTES — The 34th and 35th drivers to be honored for reaching the 25-year safe driving milestone received awards at divisional ceremonies as the year came to a close. Jacob A. Sneed, Emeryville Division (left) started his career in public transit as a streetcar operator in 1943. He left the field for a while but returned to it in 1952, joining Emeryville Division. Sneed lives in Oakland. Henry Christi (right) received his cake and kudos at Newark Division. He was aided in the cake-carving by wife Cherie. Christi's service to transit dates from 1952. He is a Fremont resident. Statistically, the two are comparable in having provided safe rides to about two million passengers each.

Oakland rains praise During Raiders parade

RAIDER FEVER—Downtown Oakland was awash in heavy rains and hero worship January 27 for the parade honoring the Super Bowl victory. Four articulated buses aided parade logistics, shuttling participants from the Coliseum. Raiders (left) John Matuszak and Jim Plunkett checked signals with John Herrera, team Public Relations Director, and Robert J. Shamoon, AC Transit assistant general manager for operations.

Two Systems join in Monthly Pass

Are we headed for the day when a single fare will enable public transit users to travel on any and all Bay Area carriers?

A step in that direction has been taken as the District and San Francisco Municipal Railway make plans to offer, later this year, a single monthly pass useable on both systems.

Currently, AC Transit's Transbay Monthly Pass users pay $36, $45 or $54 depending on distance traveled. MUNI's "Fast Pass" costs $16. Buyers of the inter-system pass would pay $50, $59 or $68 — $2 less than the combined cost for two passes purchased individually. A survey undertaken in conjunction with the Metropolitan Transportation Commission reveals that about 3,000 riders regularly use both systems in combination.

If this pass is successful, it could lead to a three-system pass — AC Transit/MUNI/BART — although that may be far in the future, according to Donald S. Larson, Research and Planning Manager.

"There are some technical difficulties because of BART's electronic fare collection machines, for example," Larson says. "But we are working on them."

In addition to the mechanical problems which might hamper a three-system pass project, Larson says accounting arrangements must also be established to insure fair and equitable allocation of revenues.

After a slight decline in December, sales of AC Transit Local and Transbay Monthly Passes reached 10,094 in January. December's total was 9,453.

Local Passes were introduced in November, 1979, with Transbay Passes inaugurated in March, 1980. In that first month of combined sales, 6,265 patrons purchased Passes. Peak month was October, 1980, when 12,136 Passes were sold.

Downtown mini-buses Ring bell with riders

Ridership on the new Downtown Oakland Shuttle has increased since its late-November launching to more than 600 passengers daily. This compares to the approximately 400 riders per day recorded during the first two weeks of operation.

The music motif mini-buses, which announce their approach with a muted musical signature, provide weekday connections in an area of Oakland bordered by Broadway, Embarcadero, Oak and Madison Streets, and 20th Street. They operate about 10 minutes apart middays and at half-hour intervals during commute periods.

Basic fare is 25 cents, with BART and AC Transit transfers accepted. No transfers are issued on the shuttle itself; however, an all-day "Shop-Around" shuttle pass (good on all buses in the central business district too) is available for only 50 cents.

BIRTHDAY GREETINGS — Maintenance worker Roy Kanoia, a Fremont resident, posts happy birthday wishes to his city as 95 car cards were put up in celebration of the community's 25th year. Additionally, AC Transit operated a special free shuttle January 23 from the Fremont Swim Lagoon to the Civic Center Complex to assist in easing parking problems for the commemorative ceremonies.

Transit trends and topics

State Bill would cut bus funding

If Bay bridge tolls are reduced or eliminated, estimates indicate AC Transit could lose up to $3 million in funding each year, according to General Manager Robert E. Nisbet.

However, total impact on the System would be much greater, Nisbet says, because toll bridge money is used by AC Transit as the local 20 percent match to secure the additional 80 percent federal money for purchase of new equipment — buses and other capital requirements.

In response to a bill introduced by Assemblyman Bill Lockyer (D-San Leandro) which would cut bridge tolls, AC Transit's Board of Directors registered unanimous opposition.

Lockyer's bill, AB 50, would limit the amounts of bridge tolls to cover annual operation and maintenance costs of the bridges alone, including redemption of bonds and interest charges on bonds.

The effect would be on funding for both State highway improvement and aid to public transit, Nisbet said.

"Because we are faced with a steady decrease of funding for public transit, it is imperative that we keep whatever sources we can at levels where they've been historically," he emphasized.

ON CAMERA — An AC Transit bus played a prominent role in a public service television spot filmed last month in Oakland. The television ad, scheduled for airing in early 1981, is a product of a Community Values Project in which AC Transit is cooperating.

"Commuters who use their cars efficiently — those who have three or more passengers — don't pay tolls now. Extending the same reduced toll to cars carrying only the driver seems to be a step backward in encouraging energy efficiency," Nisbet says.

Directors favor broadening MTC via current state bill

A proposal to increase the Metropolitan Transportation Commission (MTC) from 18 to 25 members has been endorsed by AC Transit Directors.

The Board has unanimously given support to a bill introduced by Assemblyman Elihu Harris (D-Oakland-Berkeley) — AB 95, which would provide for an MTC representative from each of the Boards of Directors of AC Transit, BART, San Francisco Municipal Railway, SamTrans and the Golden Gate Bridge, Highway and Transportation District.

Currently, no representatives from these Boards serve on the MTC.

"Many jurisdictions, through their elected representatives, represent highway concerns," says AC Transit Board President Roy Nakadegawa, "but public transit does not have a similar voice to express its concerns. This bill will help correct that."

Currently, the MTC is composed of 18 members appointed from the following: one member each from the nine counties in MTC's jurisdiction; one additional member from each county of larger population (Alameda, Contra Costa, San Francisco, Santa Clara and San Mateo); one member each representing the Association of Bay Area Governments (ABAG), the Bay Area Conservation and Development Commission (BCDC), the federal Department of Transportation, and the State Department of Transportation.

It sounds funny but may save money

The name sounds like an Indian chant.

And AC Transit is hoping the Jojoba (pronounced HO-HO-beh) will work its magic in maintenance.

The Jojoba is a bean which produces an oil that supporters claim will double, maybe triple, the life of mechanical parts. It is a substitute for such traditional lubricants as transmission fluid and motor oil.

To find out if Jojoba oil performs better, as proponents say, AC Transit is testing it in the transmissions of 36 buses. Because it costs about $750 to overhaul a transmission, the extension of the transmission's life to twice or three times normal duration would mean significant reductions in maintenance costs. The reduced maintenance costs, in turn, would reflect increased productivity—especially with buses staying in service longer.

"It's too early to tell," says AC Transit Maintenance Manager Richard H. Bertz in evaluating the mystical sounding oil. "We have records on only about 15,000 miles and to get a true test we will have to run the transmissions for, maybe, 100,000." This will take up to 12 months, he reports.

Media marks jojoba test

HAS BEAN, WILL TRAVEL — TV news cameras were on hand when Frank Johnson, maintenance superintendent, explained AC Transit's test-use of Jojoba lubricant.

Bertz stresses that recent optimistic projections of the curious fluid have to be proved out. "But if they do," he says, "We are talking about a savings of at least $50,000 per year on transmission work alone."

There is a hitch, however. At approximately $10 per gallon, Jojoba's price is nearly ten times the $1.20 per gallon for transmission fluid used in most AC Transit buses.

1980 United Way total Far exceeds 1979 mark

AC Transit employees nearly doubled their 1979 total of cash contributions and payroll deduction pledges in the 1980 campaign for United Way of the Bay Area. The November-December period of contributing to support United Way's 206 human service agencies netted $11,635, according to Donn DesBoine, assistant project coordinator, who served as the District's United Way chairman. Last year's total was $6,000.

In all, 333 employees made United Way contributions or authorized deductions from paychecks. Of this number, 31 employees gave $100 or more.

Sharing credit for the System's successful campaign were 20 sub-chairmen.

Horses, buses take off as Albany track season opens

Both the horses and the buses began running February 3 as AC Transit launched its seasonal service to Golden Gate Fields in Albany. Last year's "Pony Express" service averaged some 3,600 passenger trips to and from the track each racing day.

This year's fares remain unchanged — 50 cents each way via Line 94 between downtown Berkeley (including BART/Berkeley and BART/North Berkeley) and the track. Transbay riders pay $1.75 each way between the track and the Transbay Terminal.

No transfers are issued or accepted on this special service. The buses start operating about two hours before post time on racing days.

Actions of the Board (Continued from back cover)

Enterprise Plan and authorized General Manager to submit the plan to UMTA, on motion of Director Holmes.

- Approved opposition to California Assembly Bills 50 and 105, on motion of Director Rinehart.
- Authorized General Manager to renegotiate contract with Brinks Inc. to include processing, counting and accounting for farebox revenues, on motion of Director Rinehart.
- Authorized General Manager to lease space on short-term basis in Fruitvale Canning Facility, Oakland, for bus storage, on motion of Director Rinehart.
- Adopted resolution authorizing contribution of monies derived from taxes and subsidies into certain "restricted funds", on motion of Director Rinehart.
- Adopted resolution authorizing the signatures of Assistant General Manager for Finance and Controller on warrants, on motion of Director Rinehart.
- Approved increase in Legislative Representative's fee and established a ceiling on annual compensation, on motion of Director Rinehart.
- Authorized staff to investigate possible locations for construction of General Offices building in downtown Oakland area and to renegotiate existing Latham Square Building lease to provide for interim space needs, on motion of Director McDonnell.
- Adopted resolution authorizing filing of two capital improvement grant applications and scheduled public hearing on the matter for February 25, 4 p.m., on motion of Director Fajans.
- Adopted amended AC Transit/BART Richmond Corridor Coordination Study, on motion of Director Fajans.
- Scheduled public hearing for February 25, 3 p.m., on fare and service changes, on motion of Director Fajans.
- Approved a series of minor service adjustments, on motion of Director Fajans.
- Adopted resolution supporting California Assembly Bill 95, on motion of Director Rinehart (see story, Pg. 7).

Crane performs in computer lift

COMPUTER MOVES — Workmen remove an older IBM 360-30 computer from the General Office in downtown Oakland as the District shifts the computer's functions to a Hewlett Packard 3000. The work required use of a giant crane to take out the now-retired equipment through a fourth floor window on Telegraph Ave.

Our 'Stockholders' Write

My wife and I have just returned home after spending six weeks vacation at Bay Farm Island at our daughter's home. We would like to send our thanks to all the bus operators of AC Transit. We traveled on the buses many times while we were there and, of course, as strangers to America, we had to ask the drivers for information regarding departure times and what bus we needed for this route or that route — all the usual questions that strangers ask bus drivers.

We would like to say that we received courtesy and kindness the whole time we were there, and nothing was too much trouble for them!

L. E. Consadine
Lancashire, England

* * *

I hope you keep Operator *Bennie Williams* and the bus with plush, high-back seats on our line.

Also, Mr. *J.R. Williams* is so pleasant and considerate.

Mabel King
Oakland

Some letters to AC Transit have an unusually high human interest quotient. Such was the one received recently from an El Cerrito youth who enclosed a $10 bill as recompense to the District for damage he said he had done to a bus seat when he was a junior high school student five years ago.

"The damage was located in the back of the bus," the apparently conscious-stricken young rider wrote. "The damage was a seat I ripped putting my initials on."

The payment was accepted by the District with an official "Thanks, Michael".

We, the passengers on the #10 bus on the evening 34C Line traveling from downtown Oakland directly to Castro Valley wish to express our appreciation to our driver, Mr. *C. B. Walker.*

Mr. Walker always is courteous, friendly and amiable to his passengers in addition to being patient and conscientious. His driving is above reproach. We feel safe and relaxed while our lives are in his care, and we enjoy our ride.

Mr. Walker is especially helpful in making sure his "regulars" get to Castro Valley promptly so that some of us who need to can catch connecting buses. We appreciate his obvious interest in his job and wish to say, "Thank you, Mr. Walker."

Signed by 39 riders
Line 34C

* * *

This is to thank the services of AC Transit Lost & Found. It is also to congratulate AC Transit on its efficient and well mannered personnel. I am referring in particular to *Carmel Garcia* for the help she offered and her success in getting my purse returned to me.

Karen Edwards
Kensington

* * *

I'd like to bring to your attention the superior performance of one of your bus drivers *(Lee A. Rhodes).*

I've ridden AC buses regularly for some months now, and I must say this woman is the best driver I've encountered. She operates smoothly without sacrificing speed.

Thank you!
Alexis Kurland Deeds
Albany

What the Press is saying about transit

Oakland Tribune

Making AC Transit safe

Loud radios, insults and marijuana-smoking may hardly sound like the stuff of a major social problem. But when this behavior takes place on AC Transit buses, the community has trouble.

And there is more. The rowdyism that has plagued the buses for months has degenerated into something far more serious.

On Jan. 18 a bus driver was shot and killed, apparently by a youth who was irate because he had been asked to stop smoking marijuana. Last Saturday a bus driver was shot by two robbers who took his wallet and his jewelry.

AC Transit faces two separate issues. One is how to eliminate the problems that fall into the nuisance category, to make unruly teen-agers respect the rights of their fellow citizens.

The other is what can be done to protect both drivers and passengers from violent crime.

• • • • •

It seems certain that the security budget for AC Transit must be increased if buses are to be made safe and pleasant.

More help from police forces in cities along AC Transit's routes also may be needed. Random visits by uniformed police officers, who see to it that all rules are followed, do a great deal toward removing the nuisances caused by unruly teen-agers as well as creating a more general climate of respect that should help prevent serious crimes.

Whether police forces have officers to do this frequently enough is another question. Indications are that Oakland, for example, has 20 percent fewer police officers than cities of comparable size.

But it is not feasible to put a guard on every bus any more than it is feasible to put a police officer on every street corner, even if we wished to live in such a society.

The Eastbay needs a bus system that is safe, as well as pleasant, to ride. Persons who have no other means of transportation obviously need it. Society as a whole needs it because of the energy crisis, which cannot be solved without adequate public transportation.

A citywide crime prevention program, which held its first public forum Saturday, originally was an outgrowth of concern about the deteriorating atmosphere on buses.

And therein lies a major question. What is the obligation of passengers to get involved in maintaining order — whether it is asking a teen-ager to turn off a radio or preventing a shooting? What is the responsibility of schools and parents to instill a respect for others in children? Where is the line between civic responsibility and vigilantism?

There is a reason that serious crimes occur less often in small towns. It is that neighbors watch out for each other. In cities, in contrast, there seems to be a belief that preventing crime is solely the responsibility of the police.

The most effective way to make buses safer is for all to recognize their stake in maintaining order — and for would-be rowdies and criminals to know that passengers will cooperate in wiping out their behavior.

Actions of the Board

At an adjourned regular meeting November 26, the Board of Directors:

- Awarded contract to Hausman Bus Sales and Parts for RTA joint procurement of automotive filters, on motion of Director Bettencourt.
- Authorized General Manager to advertise and seek bids for 70 to 85 Advance Design buses (40-foot) with wheelchair lifts, electronic signs, and various options, subject to UMTA approval, on motion of Director Rinehart.

* * *

At a regular meeting December 10, the Board of Directors:

- Awarded contracts to Xerox, IBM, and Savin for a total of 12 copy machines, on motion of Director Bettencourt.
- Approved resolution declaring results of Nov. 4, 1980, election, on motion of Director Bettencourt (see story, Pg. 3).
- Referred all bids received for furnishing printed route maps to management for evaluation, on motion of Director Nakadegawa.

* * *

At a regular meeting January 14, the Board of Directors:

- Approved Assistant General Manager for Finance as position title previously designated Assistant General Manager for Financial Management, on motion of Director Bettencourt.
- Elected Roy Nakadegawa President and Jean Holmes Vice-President, on motion of Director Rinehart (see story, Pg. 3)
- Granted travel authority to General Manager to attend the 1981 APTA Management Seminar in Houston, Texas, February 15-19, on motion of Director Bettencourt.
- Awarded contract to California Printing Company for route maps, on motion of Director Bettencourt.
- Awarded contract to Tele-Camera of Southern California for furnishing 60 on-board surveillance camera systems, subject to compliance with specifications, on motion of Director Rinehart.
- Approved support of City of Newark's project to have the state enlarge the overpass at Mowry and Highway 17 to four lanes, on motion of Director Holmes.
- Adopted revised Minority Business

(Continued on Page 9)

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Nathaniel A. Gage ..... Assistant General Manager for Finance
Richard H. Bertz ..... Maintenance Manager
Gregory L. Ford ..... Administrative Projects Manager
Richard A. Fratus ..... Controller
Ozro D. Gould ..... Risk Manager
John A. Krajcar ..... Purchases and Stores Manager
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Transit-Times

The bus fleet —

Old standbys, New additions

Our 'Stockholders' Write

I am a senior citizen, 82 years, plus, of age.

You are aware of the signs on the buses over the front seats asking younger passengers to "yield" those seats to the elderly and the handicapped. Unfortunately, most of the younger people can't read and so disregard those signs. But when I entered the bus this lovely driver *(Betty Burnett)* turned to a young person sitting in one of those seats and said, "Would you like to go to the back of the bus so this elderly man can sit there?"

When those specially reserved seats for the elderly were all filled, every time an elderly person boarded, she would turn around and say, "Will the younger people in the front of the bus kindly move to the back of the bus so that these seniors may not have to walk so far."

That bus ride made not only my day, but spread cheer and happiness for many days to come.

Reverend Siebe S. Feldmann
Oakland

* * *

It gives me great pleasure to write this letter to commend *Luther Williams,* driver of the 78A Line.

He is a very courteous driver, considerate, kind and patient. He is a safe driver. No jumping or jerking, throwing you up and down the aisles. He has patience with the elderly. He waits until they are seated before he takes off.

Incidentally, I am a daily rider of Mr. Williams' bus.

Dorothy Capers
Oakland

I am a regular rider of the H Line. In the evenings I normally ride the 5:21 Express, eastbound. This bus is frequently quite crowded, and the passengers, especially those standing, are often subject to a wild, jerky ride.

Last night, although I was standing, I had an unusually peaceful ride home. In spite of heavy traffic and rain, our excellent driver, *Esmond Mason,* gave a smooth, safe, sane ride home. This woman is a magnificent driver who was also good-humored and most pleasant.

Mary Staats
Berkeley

* * *

I wish to nominate *Rayford D. Rodgers* as a perfect driver.

Besides being an excellent driver, he was thoughtful and courteous to everyone — from very young to the very old (like me).

Mary C. Ellis
Berkeley

* * *

I have been riding on your buses for about a year, and I saw problems on the bus I don't like. I've seen people in the back of the bus playing their radios loud, smoking marijuana, and writing on the bus.

I was on one bus and saw a camera. And the people were scared to smoke their marijuana. So if you have them on all buses, I think that would be helpful.

F. Turner
Oakland

* * *

(Ed. Note: more buses are scheduled to be equipped with security surveillance camera systems this year.)

Designs vary and choices are critical

CHOOSING ADDITIONS — Two different manufacturers' versions of the "Advanced Design" bus are shown here in contrast to the GM "New Look" bus (center) which presently is the most numerous in AC Transit's fleet. The Board will soon award bids for 60 Advanced Design coaches. Among competitors are the Grumman Flxible (left) and the GM (right).

Old Look . . . New Look . . . Advanced Design . . .

The terms are confusing since the "New Look" buses actually are old — traditional coaches, still the mainstay of today's fleet, which were first introduced to the East Bay in 1960.

"Advanced Design" refers to the more futuristic models with generous expanses of dark-tinted windows, while "Old Look" buses have now been retired from service.

The definitions are timely because AC Transit plans to purchase both "New Look" and "Advanced Design" buses in the coming months.

Specifically, bids are being sought for 60 Advanced Design coaches to be purchased with about two-thirds of a federal grant of about $12.5 million. The remainder of that grant will go toward purchase of modern "New Look" vehicles.

When authorizing the purchase during a regular meeting February 3, District Directors noted that the purchase of both types of vehicles would allow an opportunity for side-by-side comparison of today's "state-of-the-art" in transit vehicle manufacture.

Prudent transit planning and purchasing has resulted in a variety of vehicles in the present fleet, said General Manager Robert E. Nisbet.

Buses now on the road in service to District riders range in age from just a few weeks (for the newly-arrived Flyer buses) to two decades (for some of the older but still on-the-road General Motors "New Look" coaches).

Bus sizes range from 25-foot minibuses, used in suburban service and in Oakland's new "Downtown Shuttle", to huge 60-foot-long M.A.N. articulated coaches (the ones with a bend in the middle) that carry large numbers of passengers on the heavily-patronized commute routes.

While most of the present fleet consists of 35- and 40-foot GM "New Look" buses, many of these veteran coaches will be retired in coming weeks with the arrival of more modern "New Look" Flyer buses just coming off the assembly line.

Today's additions to the fleet — and tomorrow's too — have a new look that's matched by contemporary features to better serve District riders.

These features include: accurate, easily-read electronic destination signs on the front, side and now rear of coaches; steps which convert to an elevator-like platform to give people who aren't ambulatory access to buses; and a front suspension that "kneels" to bring the steps closer to ground level, a convenience for seniors.

Bus is rolling forum For community event

"VALUES" TALK — Oakland's "Community Values" Coordinator Mary Nicholas Johnson (center) tells the media of ideas generated by her group, and by others, on improving bus-riding safety and security.

POLICE VIEW — Oakland's Deputy Police Chief John Ream stresses that community involvement is the key to quelling violence, misbehavior, and rule-breaking on buses.

THE COVER — AC Transit's bus fleet includes a range of designs and sizes, providing the flexibility needed to accommodate varying numbers of passengers during peak, off-peak hours; varying terrain and traffic situations within the 620-square-mile urban/suburban service area; and varying functions, ranging from speedily shuttling riders to key points in Downtown Oakland (via the music motif mini-bus, lower left) to hauling thousands of transbay commuters daily (for which the big bus-that-bends, upper photo, is especially needed). New to the fleet is the general-purpose Flyer (middle, left); most familiar is the GMC coach (middle, right).

Three retirees die, including two veterans on the rolls

Three deaths have been reported from among the ranks of retirees.

Charles M. Pulsipher, 88, who was employed 35 years with transit organizations pre-dating AC Transit, died December 24 in Sacramento. His last position prior to his 1958 retirement was as a bus driver at Emeryville Division. His span of employment had begun in 1923.

Pulsipher is survived by his widow, Myrtle, and sons, Charles and Elmer.

Richard W. Stallard, 91, a veteran of East Bay rail transportation and one of the most senior retirees on the pension rolls, died February 5 in Oakland, where he made his home. He had completed a 43-year span of employment with AC Transit's predecessor organization when he retired in 1954, having joined the ranks of transit workers in 1911.

Stallard saw service on streetcars, where he began his employment on the old Park Boulevard Line, and on Key System's network of passenger trains, which carried both local and transbay riders. At various times, he served as brakeman and conductor, though he ended his career as train-master at the Transbay Terminal.

He is survived by a son, Harold.

Funeral services for recent retiree *Arnold Lindsey,* 60, were held February 13 in Vallejo, where he had made his home for more than a decade.

At the time of his retirement last August after 18 years of service, Lindsey was a dispatcher at Emeryville Division. Prior to joining AC Transit, he had lived in Canada and worked as a driver for Greyhound.

He is survived by his widow, Eva.

Niles and Newark patrons Get AC Transit Valentines In form of better service

Bus riders on Line 26 in Niles and Line 20 in Newark noted new service improvements beginning February 8.

In one change, a minor Line 20 reroute was effected to get commuters to work in Newark more efficiently. Previously, Line 20 buses operated in a counter-clockwise loop in Newark via Cedar Blvd., Central Ave., Cherry St., and Mowry Ave. This loop has been reversed.

In making this change, Line 20 bus stops on this loop were moved across the street from their previous locations.

As a result of another service change, passengers of Line 20-Niles Canyon Heights are now able to ride into Upper Canyon Heights — on demand only. At all times except commute hours (6-9 a.m., 4-6 p.m. weekdays) patrons destined for Upper Canyon Heights must simply tell the driver their destination when boarding the bus, which then makes a minor detour to that point. However, passengers leaving Upper Canyon Heights must walk down to Wasatch and Canyon Heights Drives to catch Line 26 buses.

Safety tallies reported

Three divisions met last month's safe-driving goal of 13,250 miles per chargeable accident. Newark Division was tops in the totals, averaging 64,210 miles per mishap; Seminary's scorecard showed an average of 16,782 miles; Emeryville recorded 16,360 miles.

January's driving totals, district-wide, amounted to 2,719,228 miles over service routes, urban and suburban.

In December, Newark Division also took the safe driving lead, recording a monthly average of 46,922 miles per accident. Richmond Division recorded 23,421 miles per mishap; Seminary, 14,134 miles; and Emeryville, 13,927 miles.

Theo Benjamins is honored For safe-driving milestone

SUPER SAFETY RECORD — Theo Herman Benjamins and his wife, Renata, cut the cake commemorating his 25-year-safe-driving award in a celebration earlier this month at Emeryville Division. Benjamins, who achieved the goal faster than any driver who has previously reached that milestone, says he has two rules for safety success: "Always expect the unexpected, and be sure to keep a safe following distance." Benjamins, who is a native of Norden, Germany, is the 36th recipient of the 25-year-safe-driving award. During his tenure at AC Transit, which began Feb. 2, 1955, he has had only one at-fault accident.

Board Actions

(Continued from back page)

land to conduct the study; invested General Manager or his alternate with authority to represent the District on Steering Committee for the study, on motion of Director Bettencourt.

- Authorized General Manager to sign renegotiated lease for five-years, with option for two additional years, of space in Latham Square Building, on motion of Director Fajans.
- Authorized General Manager to seek MTC funding for bus security measures, on motion of Director Bettencourt.

Three join the leisure-life ranks

Louis M. Gilmore, whose service to transit spanned 40 years, is enjoying the leisure life in beautiful Paradise Pines (between Chico and Oroville) where he and wife Arville occupy a mobile home on about an acre of land affording a scenic canyon vista and frequent visits by wandering deer. The Gilmores lived in Hayward before their post-retirement move to the retreat they had previously used for vacations and weekends.

So far, Gilmore is finding no lack of chores to do around the place now that they're in residence full-time. However, even with such work as walls and fences to put up, the couple do find time to bowl; and Gilmore has just become a member of the Elks.

His original service — performing general maintenance chores on Key System trains — was interrupted by four years in the Army during World War II. Afterwards, and before retiring from Emeryville Division as a truck driver/parts clerk, Gilmore says he "wore out three trucks" (each with over 100,000 miles).

The Gilmores have not found retirement lonely, as Arville has five children and nine grandchildren who enjoy visiting there.

George J. Cook, formerly a driver at Richmond Division, doesn't plan to stray far from his native Bay Area while enjoying retirement after nearly 18 years of AC Transit service. Cook's employment began in 1962 and included time as transportation supervisor and dispatcher.

A native of Richmond, where he still makes his home, Cook finds that the leisure life gives him more opportunity for such pasttimes as gardening. He's also giving some thought to travel, with Hawaii being a likely destination.

Cook's background includes a total of about 12 years of service, including Reserve duty, with the Marines. This began when he was a 17-year-old Marine during World War II, in which he served 30 months in the Pacific with the First Marine Division. He was with the same division during the Korean conflict.

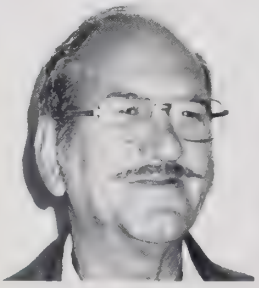
Cook and wife Betty, who works as a school crossing guard, have a family of three grown children — Sheryl, Sandy, and Gregory — and two granddaughters.

Retired after a total of about 42 years as a machinist, including 10 years with AC Transit's Maintenance Department, Emeryville Division, *Charles "Chris" Kendall* still isn't ready to shelve his considerable mechanical skills. In retirement, he's working part-time out of the shop at his East Oakland home, where he's lived for about 20 years.

A native San Franciscan, Kendall joined AC Transit rather than transfer with Greyhound to Los Angeles or Tucson. Currently, he's easing his way into retirement life with no particular plans other than keeping his skills well-honed.

Joining Kendall in retirement is wife Dorothy. They are the parents of five daughters — Debbi, Rita, Louella, Marlene, and Patty. Daughter *Debbi Ward* is an AC Transit employee in Schedule Department. The couple also has three granddaughters and one grandson.

George J. Cook



"Chris" Kendall (above) with Dick Bertz; L. M. Gilmore (left) with co-workers.

AC Transit and SF MUNI Will offer joint Pass, Aiding Transbay riders

Bus riders who use both AC Transit and San Francisco's MUNI soon will be able to purchase a joint monthly pass.

Currently, an estimated 3,000 riders regularly transfer from one system to the other at the Transbay Transit Terminal. At a meeting this month, Directors approved selling an AC/MUNI Pass at the District's Ticket Office in the Terminal.

Riders would purchase an AC Transit Transbay Pass ($36, Zone 1; $45, Zone 2; $54, Zone 3) and the ($16) MUNI "Fast Pass" at the same time. The single card would cost riders $50, $59, or $68 — two dollars less than the combined cost of the two passes purchased individually.

Implementation of the joint pass has been set tentatively for May, 1981. If successful, according to General Manager Robert E. Nisbet, it could lead to future development of a three-way AC/BART/MUNI pass.

Visual aid

TRAVELERS' AID—AC Transit maintenance workers George Spinella, left, and Herbert Driver install new, large bus line numbers for easier spotting by public transit users at the BART/Fremont station. The four-inch-high numerals help patrons quickly find their loading zones, speeding the BART/bus connection.

"Mea culpa!" write kids

Following a recent episode reportedly involving food-throwing on the bus and verbal disrespect toward the driver, two very young riders repented and penned notes of apology on school stationery, one of which is reproduced below.

Apologies accepted, C. and J!

Saint Edward's School

February 17, 1981

Dear Sir

I am sorry that I caused you trouble and I promise that I will never do it again, please accept my apology

Directors take new Posts in community

Two members of AC Transit's Board of Directors have been elected to positions in community organizations.

Director *Ray Rinehart* has been elected President of the Community Advisory Board of Providence Hospital, of which he has been a member for five years. Elected by members of the 16-person board, Rinehart will serve a one-year term.

Director *William J. Bettencourt* has been appointed to an advisory trustees group which provides support and in-put to the Board of Trustees of St. Rose Hospital, Hayward. Bettencourt is a longtime supporter of St. Rose, having served on the original citizens advisory committee for the facility, which opened in 1962.

Bettencourt also is serving a third term as president of San Leandro's Downtown Development Committee, which works with the City Council on revitalization.

Ray Rinehart

W. J. Bettencourt

Actions of the Board

At an adjourned regular meeting January 28, the Board of Directors:

- Awarded contract to Curved Glass Distributors, in joint procurement with Regional Transit Association, for furnishing glass and glazing materials, on motion of Director Bettencourt.
- Authorized re-solicitation by Regional Transit Association of bids for Lucite SAR Glazing Materials, on motion of Director Bettencourt.
- Authorized purchase from regular suppliers of glass items for which no bid was received, on motion of Director Bettencourt.
- Authorized one Board member to attend APTA Governing Board Task Force meeting in Washington, D.C., on January 30-31, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting February 3, the Board of Directors:

- Ratified award of $5,000 for information leading to arrest and conviction of persons or persons responsible for the January 31 assault on Operator Mark Quinney, on motion of Director McDonnell.
- Authorized request to UMTA for participation in New Bus Equipment Introduction Program, on motion of Director Rinehart.
- Authorized purchase of 60 Advanced Design buses and preparation of purchase specifications for as many "New Look" buses as remaining UMTA grant funding allows, on motion of Director Berk (see story, pg. 3).

* * *

Transit-Times

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Telephone (415) 654-7878

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Mike Mills ..... Marketing Manager
Stanley O. Pearce ..... Superintendent of Safety
Warren E. Robinson ..... Transportation Engineer
John W. Rose, Jr. ..... Affirmative Action Coordinator

9

At a regular meeting February 11, the Board of Directors:

- Authorized General Manager to advertise and seek bids for purchase of two bus wheelchair lifts to be used as spares, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids for purchase of five service vehicles, declared as surplus for sale five old service vehicles, on motion of Director Fajans.
- Authorized General Manager to enter into agreement with MTC for funding of first phase of Central District Transit System Improvement Study and to enter into agreement with City of Oak-

(Continued on page 5)

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Drivers learn to help the handicapped rider

Our 'Stockholders' Write

Last month I had the distinct pleasure of riding AC Transit.

Being familiar with mass transit while living in New York City, I feel that I can evaluate each quite well. AC Transit ran mostly on schedule as printed, drivers were almost uniformly polite and considerate, and the buses were in overall very good shape. The fare of 50 cents and free transfers with stop-over privileges is a great improvement over New York transfers which cost 25 cents and don't allow stop-overs. I used your AC Transit Monthly Pass and found it very satisfactory.

Mark Weber
New York

I would like for you to pass on this letter to the driver by the name of *Joseph H. Johnson.*

Not one time has he ever been late. He has made a point of waiting for BART. Always checks to see if anyone is running for the bus.

Jeri Larman
Oakland

* * *

Here is praise for one of your drivers, helping a physically limited passenger off the bus, escorting him across street.

Many passengers applauded. The driver's name: *Heidi Patrick.*

Charlotte Schoen
Berkeley

I am one of the citizens and I have to ride the buses.

The gang members come on the buses and don't pay, but they still ride the buses. They sell dope and play loud radios.

Persons who play these radios should be charged a large fine and the radios should be taken away until the fine is paid. And the dope sellers should be put off the bus.

I feel that plain clothes policemen should be put on the buses. This would solve a lot of the problems.

Reverend A. J. Johnson
Oakland

About two o'clock yesterday afternoon two females got into a most violent fight on the bus.

I'm writing to praise the driver. He was just splendid. Some young people sitting in the back thought it was amusing, but the matter wasn't funny at all and could have turned worse if it hadn't been for the cool driver.

I've been riding since Key System.

Bus drivers are heroic every time they wheel one of those big "teddy bears" out of the yard.

Alice Reid
Oakland

(Ed. Note: We know that there are times in which the patience and good will of our passengers is tested, along with the fortitude and judgment of our drivers. As part of the large and diverse East Bay community, our operations are fated to reflect some of the many problems which exist within this community. AC Transit is giving top priority to finding solutions, ranging from improving and adding to in-coach communications and camera surveillance systems to cooperating with all other agencies and groups — schools, police, community action committees — which have an equal concern in quelling the type of disturbances described in the two letters above).

Some buses get farebox-with-brain

Riders on some East Bay bus lines were introduced to something new — a farebox with an electronic brain — this month. AC Transit installed the electronic fare-collectors on buses operating out of Richmond Division.

These new fareboxes are designed to accept exact-fare-only in the form of coins, dollar bills, or passenger-convenience commute tickets. Coins (except the older-style, large Eisenhower dollar) go into a clearly-marked vertical slot atop the box. Nickels, dimes, quarters, half-dollars, and "Susan B. Anthony" dollars are all acceptable.

A currency/ticket slot accepts unfolded dollar bills — an important new feature for transbay riders who have experienced the difficulty of trying to feed paper currency into the older-style fareboxes. Passenger tickets or unfolded dollar bills go into a horizontal slot which automatically moves the bill to an enclosed plate where the driver can verify its value.

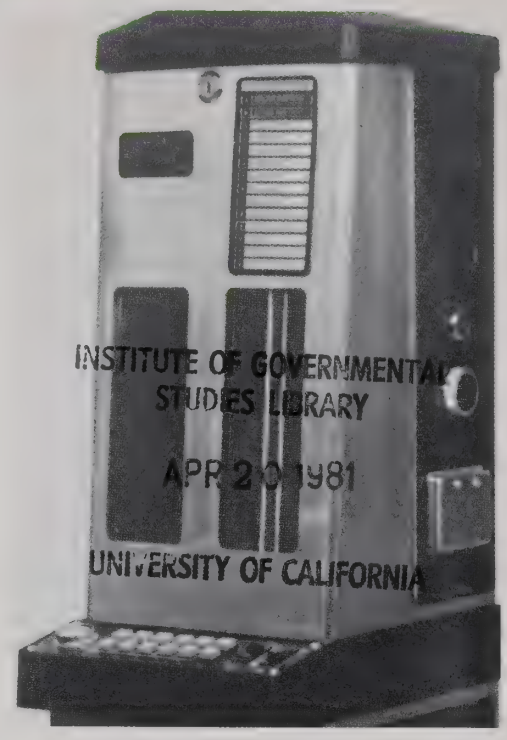
Transfers and Monthly Passes, however, still must be shown to the driver.

Counts fares

The space-age farebox counts and registers each fare paid. Riders hear an electronic "beep" (or two beeps in the case of two- and three-zone fares), signaling that the correct fare has been paid.

From AC Transit's standpoint, a key feature of the new farebox is that it retains and reads-out statistical information on all fares, enabling planners to study accurate information on current bus usage. This information can then be applied to planning future transit improvements.

These examples of ever-improving transit technology are being phased into service initially on lines operating in the Berkeley-to-Richmond area, including: Local Lines 7, 31, 33, 67, 68, 69, 70, 71, 72 and 78, and Transbay Lines G, H, L, and Y.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THE COVER — "Riding Together", a 15-minute film produced for in-house training, is one key element in a new program to aid District drivers in serving a new kind of customer: riders with severe mobility impairments. The film dramatically illustrates the experience of operating accessibility devices of a lift-equipped bus, and of interacting with the new riders who will make use of the new accessible equipment. A synchronized slide/sound program, from which our cover photos were taken, is another important part of the three-hour "driver sensitivity" course — produced by the Research and Planning and Training Departments, with valuable assistance from the Elderly and Handicapped Advisory Committee. The photos show drivers undergoing both in-class and on-coach training in serving special-needs passengers.

Streamlined telephone System promises speed And calling efficiency

A new communications system went into operation this month — with a completely new set of telephone numbers for all AC Transit administrative offices.

891-4777. That's the District's new "main switchboard" telephone number. And "654-7878", long familiar to District employees and patrons, is being phased out.

Various departments and units of departments now have their own Direct Dial telephone numbers and efficient intradepartmental systems which, in some offices, actually work something like satellite switchboards.

The familiar rotary dial is gone. And yesterday's regular ringing of telephone bells has been replaced by the space-age beeps and tones of a computerized system.

At the touch of a push-button, District personnel now swiftly perform many functions — transferring calls and arranging three-person conference calls, for example — that previously required the services of a switchboard operator.

Those who regularly call specific District offices now may do so without operator assistance by dialing these new numbers: Customer Relations, 891-4700; Customer Services (Lost and Found), 891-4706; Employment, 891-4782; Marketing/Public Information, 891-4873; Purchases and Stores, 891-4740.

Toll-free Transit Information numbers remain the same. To obtain trip planning information dial these numbers: 653-3535 (Oakland, Berkeley, San Francisco area); 582-3035 (Hayward area); 797-6811 (Fremont/Newark); 232-5665 (Richmond area); 758-2266 (Pinole/Crockett); 938-7654 (central Contra Costa); 754-4040 (eastern Contra Costa); and 428-2266 (tele-typewriter ONLY).

Mini-size Switchboard

PHONE CENTRAL — PBX operator Rita Wells has entire District telephone system at her fingertips in new typewriter-size, 300-extension electronic "switchboard".

A new telephone directory has been distributed, and new numbers sent to people who regularly call (see box).

For a few months, 654-7878 still will be answered by a helpful PBX operator, who will aid people using the "old" number in reaching the specific party or department.

March brings improved Service via new lines

Some East Bay riders were able to take advantage this month of new and improved service.

Introduction of a new bus line in Berkeley now provides a connection between the downtown area and Grizzly Peak Boulevard. Line 8 — Shattuck Ave. - Grizzly Peak Blvd. offers a direct commute-hour link, operating at 20-minute intervals. Start-up of this service was delayed briefly to allow incorporation of ideas gleaned by District planners from a recent public hearing.

Another new line — Line 77 - Gading Rd. - Manon Ave. — was launched to connect BART/Hayward and BART/South Hayward with Industrial Parkway. Buses operate on this line at approximate 30-minute intervals from about 6 a.m. to 6:30 p.m.

Riders on Line 86 between BART and the Hayward industrial area are now benefiting from an improved schedule which has buses operating every 30 minutes instead of the previous 45-minute intervals.

Knowing the "territory"

Rep takes bus facts to varied groups

To be an AC Transit Customer Service Representative you definitely "gotta know the territory".

The "territory," in this case, consists of the broad spectrum of District bus service, since the position involves imparting information on bus use to groups as diverse as non-English-speaking refugees from Asia, irrepressible nursery-schoolers, and sophisticated collegians.

With a demanding daily schedule of "How to ride..." presentations, anti-vandalism talks at schools, and appearances at job/transportation/energy fairs throughout the East Bay, the Customer Service Rep obviously must be well organized, flexible, patient, and highly people-oriented.

"...thank you for telling us about the bus..."

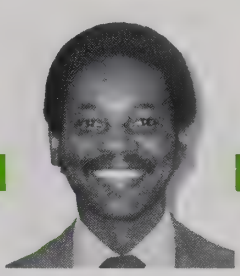
Pioneering in this position, created just last year, is *Billy Bishop,* whose in-depth, hands-on knowledge of AC Transit was gained during 14 years of previous service mostly as driver, dispatcher and training instructor.

The favorable response to Bishop's efforts is indicated by some of the feedback received, including letters of appreciation and art-work, such as the wall banner now decorating his office, which is scrawled with names, messages, and "thank yous" in multi-colored crayon.

In the course of a few work days recently, Bishop took his briefcase loaded with AC Transit schedules, maps, and informational leaflets to an Alameda center for retarded adults, two different Asian refugee centers, and a Berkeley junior high school where, for two afternoons, he rapped with students, attempting, he said, "to turn some of that negative energy around" in the cause of anti-vandalism.

Obviously, Bishop's "sales pitch" must be custom-tailored to each group, his approach based on such factors as age, language facility, level of sophistication, and specific informational needs. The only common ground, for instance, that seems to link 40 nursery school children with an equal number of students on the Cal Berkeley campus is their future or current need for public transit services.

In the case of his programs for pre-schoolers, which usually includes a bus ride, Bishop feels that "The earlier we reach them with the message the better and more responsible they'll be as riders some day".



Billy Bishop

Though he's as effective at dealing with adults as with kids, Bishop seems to derive particular satisfaction from feedback which indicates his message has been enthusiastically received by the younger people. On his desk recently was a stack of letters from some of the young, retarded adults who attend the Spectrum Center in Alameda. He'd recently visited the center to give a "How to ride the bus" program/demonstration, which included providing informational materials, schedules, and a popular bonus hand-out — AC Transit 20th anniversary badges. One of the letters seemed to sum up nicely the sentiments of the group:

> ***"I thank you for telling us about the bus and showing us what makes the bus go. We liked the souvenirs you gave us. We also liked the free bus ride. I understood your safety rules. I think you are the nicest person in the world..."***

New Employees

AC Transit welcomes these new workers

Joel Carter
Maintenance
Richmond

Harold Crossland
Maintenance
Newark

Jimmy Deckard
Maintenance
Seminary

Amos Demes
Maintenance
Newark

Wayne Green
Maintenance
Emeryville

Roy Houff
Maintenance
Emeryville

Earlee Jackson
Maintenance
Emeryville

Ellery Jewell
Maintenance
Seminary

Darwin Kendall
Maintenance
Emeryville

Charles McGee
Maintenance
Seminary

George Moore
Maintenance
Seminary

Steven Smith
Maintenance
Seminary

Meddie Stamps
Maintenance
Emeryville

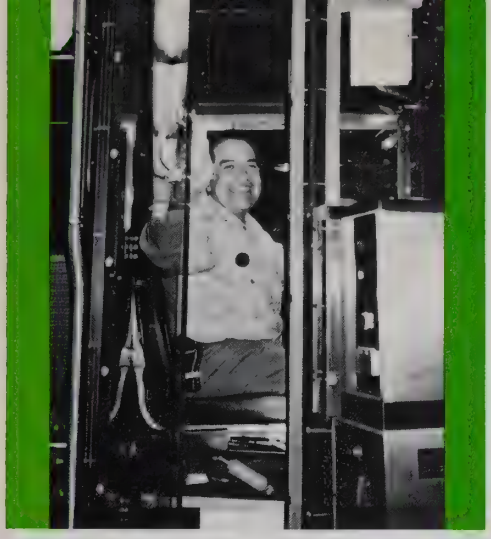
Gary Turner
Maintenance
Newark

East Oakland Maintenance/Stores locale gets green light

Creation of a new Central Maintenance and Stores facility in East Oakland came one step closer to completion this month with City Council approval of a use permit for the site.

The District plans to relocate Central Maintenance and the Purchasing and Stores functions to 106th Ave. and East 14th St. — site of an old General Motors assembly plant, part of which was purchased last year. Both these functions presently are at Emeryville Division.

Upon completion of the new facility, projected to cost about $18 million, approximately 170 workers will be performing warehousing and maintenance chores in East Oakland. A new training facility also is planned for the site.



JUST TESTING — Driver Phil Torres tried the first of a number of driver-protection devices proposed by various manufacturers and under study by the District. This particular test shield, made by a firm near Monterey, completely encloses the driver's seat in a manner which is eyed critically by the Highway Patrol as well as many of the drivers who've sat in it. It's made of bullet-resistant plastics.

Drivers join Training ranks

The ranks of training instructors have been increased to 16 with the appointment of three former drivers with more than a quarter-century of combined service to bus passengers.

New appointees, according to *Cecil L. Gross,* chief training instructor, are *Warren Miller, Yvonne Weaver,* and *Elbert L. Getridge.* Miller joined AC Transit in 1970; Weaver, in 1976; and Getridge, in 1969.

Divisions note safety tally

Three divisions met last month's safe-driving goal of averaging at least 13,250 miles per chargeable accident.

Again leading in the standings was Newark Division, whose fulltime drivers registered 36,543 miles per mishap. Seminary Division's tally was 14,998 miles per accident; Emeryville Division's average was 13,580 miles.

As a whole, District drivers (both full-time and part-time) traveled 2,495,667 miles during February to serve East Bay and transbay passengers.

Bond purchase sign-up Period starts on May 1

AC Transit's annual U.S. savings bond sign-up period starts May 1, with information — and authorization cards for purchase by payroll deduction — going out to all employees during the early part of that month.

The Series EE bond, replacing the old familiar Series E bond which was first issued in 1941, can be purchased in denominations ranging from $50 to $10,000. Purchase price is one-half of the denomination (value at maturity). A $50 bond, for example, is purchased for $25. The bonds mature in nine years, though buyers have the option, in case of need, of cashing in the bonds six months after purchase.

Each area of the organization will have a savings bond representative to answer questions on the payroll purchase system. Handling the in-house informational program is *Donn DesBoine,* assistant project coordinator, General Office.

New route maps ready

NEW GRAPHICS — "V" Adcock, Marketing, displays new, colorful maps of bus service in Districts 1 and 2. The Basic Route Map shows all bus service from Richmond and San Pablo on the north to Hayward on the south. The other shows Fremont, Newark, and Union City service.

Actions of the Board

At an adjourned regular meeting February 25, the Board of Directors:

- Authorized two AC Transit representatives to attend Operations Supervisors Seminar at the Regional Transit Training Center, University of Southern California, March 1; authorized three to attend California Trial Lawyers Association seminar in Nevada March 27-29, on motion of Director Rinehart.
- Authorized Board to attend American Public Transit Association's Conference in Sacramento April 11-16, on motion of Director Berk.
- Authorized President of the Board to travel to APTA's Governing Task Force meeting March 8 and also attend Legislative Conference March 9-10, both in Washington, D.C., on motion of Director Bettencourt.
- Authorized travel of three staff members to Washington, D.C., to file Bus Demonstration Grant with Urban Mass Transportation Administration and to confer with UMTA officials, on motion of Director Bettencourt.
- Approved a series of service adjustments on various lines and the AC Transit-MUNI Inter-System Pass, on motion of Director Fajans.
- Authorized General Manager to negotiate contract with Sage Management Consultants for RUCUS program (Computerized Run Cutting, Scheduling and Related Integrated Management Information System), on motion of Director Fajans.
- Adopted resolutions authorizing filing for two federal assistance grants, on motions of Director Fajans.

* * *

At an adjourned regular meeting March 18, the Board of Directors:

Transit-Times

Published monthly by the
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508 16th St., Oakland, California 94612
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JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV

MANAGEMENT

Robert E. Nisbet ..... General Manager
Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Nathaniel A. Gage ..... Assistant General Manager for Finance
Loren A. Ball ..... Transportation Manager
Richard H. Bertz ..... Maintenance Manager
Gregory L. Ford ..... Administrative Projects Manager
Richard A. Fratus ..... Controller
Ozro D. Gould ..... Risk Manager
John A. Krajcar ..... Purchases and Stores Manager
Donald S. Larson ..... Research and Planning Manager
Billy S. Lyle ..... Personnel Manager
Richard W. Meier ..... Attorney for the District
Mike Mills ..... Marketing Manager
Stanley O. Pearce ..... Superintendent of Safety
Warren E. Robinson ..... Transportation Engineer
John W. Rose, Jr. ..... Affirmative Action Coordinator

- Authorized General Manager to participate in joint procurement, with Regional Transit Association, of motor oil, lubricants, and other petroleum products; and to advertise and seek bids for purchase of brake retarders for test-use, on motion of Director Fajans.
- Authorized General Manager to declare computer card reader as surplus for sale, on motion of Director Rinehart.
- Scheduled public meeting April 29 on Draft Five-Year Plan Update; approved service changes, Lines 8, 91A, and 91B, on motion of Director Fajans.
- Authorized drafting of letter to State Senator Nicholas Petris indicating the Board's backing of SB-320, on motion of Director Bettencourt.

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Oakland, California 94612

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Vol. 23, No. 10 April 1981

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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1920's: Buses make East Bay debut

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
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'Stockholders' Write

This was the first morning of the new, electronic farebox. People kept getting on with crinkled-up dollar bills. The driver would politely explain that they had to be flattened out for the machine to accept them. Some of the passengers would groan, sort of try, and then move to a seat, leaving him to diddle with the machine and the bill that wouldn't go. It was a very trying time for the driver *(C.E. Childress);* he was acting as driver, instructor, and public relations man for the District.

He really was responsible for keeping passengers cool when they easily could have become testy. Xerox this bus driver.

Tom Newton
KCBS, San Francisco

* * *

I want to let you know that there were a lot of smiling faces on Monday, March 30, along the new number 8 bus route. Some people were pleasantly surprised, some (myself included) have waited and hoped for this service for many years. We hope it will be a great success and can be expanded to include the Lawrence Hall of Science on Saturday and Sunday.

At this time, particularly when so many public services are either threatened or have actually been cut back, it was a real morale booster to have a new service start! Thank you.

Anna Rabkin
City Auditor
Berkeley

(Ed. Note: Line 8 offers a direct commute-hour link between downtown Berkeley and Grizzly Peak Boulevard, operating at 20-minute intervals.)

I am a visitor here from Massachusetts. I have used your buses for a while and will continue to take advantage of your excellent service and low fares for all, especially senior citizens like myself who are away from home and have been able to compare what you offer in comparision to less attractive transportation facilities in other parts of the country.

I wanted to personally thank your operator *Bill Gamlen* on the Newark run, who is a fine, friendly and courteous kind of employee. I had only been off the bus for a couple of minutes when he found and called me. He handed me two items which I had left on my seat, and one of those items was irreplaceable and very precious to me. The other was my checkbook without which I would have been in real trouble so far away from home.

There are many more of your operators who have been very nice to me. Please thank them all.

John Sullivan
Newark

* * *

Some weeks ago your driver *Leonard Dyes,* distinguished himself. The F bus that night was crowded, a few problem passengers aboard, and there were several traffic problems enroute from San Francisco to Berkeley. Yet Driver Dyes handled all these difficulties with notably deft driving and talk — and with consistent success.

When drivers are this outstanding, I thing you should (hear) about their performance.

Bonnie Baskin
Berkeley

Public reviews planning document

Continued improvements and some modest expansion of East Bay bus service are possibilities forecast in the latest update of AC Transit's Five-Year Plan, which was the subject for public discussion at an April 29 meeting.

Among the plan's projections for Fiscal Year 1981-82 are implementation of a new line connecting downtown Oakland with the Oakland Airport via Alameda; and several extensions: of Line 88 to connect BART/Oakland West and AMTRAK, of Line 33A Express service to Bay Farm Island in Alameda, and of some Line 43 trips to serve the Richmond Bulk Mail Facility.

Enhancement of service in the coming year will be aided, the plan indicates, by integration into the bus fleet of new coaches and by utilization of more sophisticated programs for passenger data collection and scheduling functions.

Fleet additions

Addition this year of 175 new Flyer buses will allow retirement of 91 older models, providing 874 buses with an average fleet age of 9.5 years. All new buses are wheelchair accessible, in keeping with District policy, which calls also for retrofitting of lifts on refurbished coaches.

The draft plan notes that new electronic fareboxes on some 250 buses will improve the District's capability in collecting statistical data on passenger trips and bus usage. Such data will then be integrated into the planning process.

In development this year, the RUCUS (Run Cutting and Scheduling) computer program will go forward in 1981-82 toward the goal of streamlining the process of designing and adjusting bus schedules. Implementation of the RUCUS program will extend over a two-year period, and is expected to impact measurably on District operations.

The five-year program for upgrading AC Transit facilities to meet the most critical of existing needs will go forward next year, with projections for completion of Emeryville Division expansion, refurbishment of the recently-acquired site in East Oakland which will be used as a central maintenance/stores facility, and various other upgrading projects involving the other operating divisions.

Emphasis will continue to be placed in 1981-82, the draft plan indicates, on feasibility studies, equipment evaluation, and personnel training programs leading to improvements in service reliability, productivity, and passenger/driver safety. One technical study, for instance, will be aimed at developing a computerized vehicle locator system with significance both in the areas of data collection (passenger counts/schedule adherence/headways) and in speed of response to any onboard emergencies.

Driver training/retraining will, during the year, emphasize the full scope of skills: technical, safety, passenger relations/conflict avoidance, and security. Also projected is a new stress management program to be developed in cooperation with the union.

Accessibility training

Initial training of drivers in use of the new handicapped accessibility equipment and in serving, with sensitive awareness, the needs of elderly/handicapped passengers has been completed, but informational outreach efforts will continue.

The Five-Year Plan outline also calls for AC Transit's continued commitment to better serving regional transit users. The current year has seen development of a joint AC/S.F. MUNI Pass, and the draft document calls for further efforts toward an AC/MUNI/BART Pass.

Funding for the next five years, the plan explains, is based on allocations tied to a "committed level of service." This level of service is expected to be achieved in 1981-82. Thus, the following

(Continued on Page 5)

Latham Square relocations

Space needs bring departmental moves

Going up!

That's the trend within recent months among AC Transit departments whose need for working space has required moves to available space on upper floors of the Latham Square Building in downtown Oakland.

Personnel Department, needing to consolidate employees in one location and requiring space for some expanded activities which the previous 6th Floor site did not offer, now is located on the 12th Floor. This includes employment, health and welfare, labor relations, employee relations, and management training.

Marketing department, whose functions include publications (including Transit-Times), advertising, media relations, transit information, and customer relations, occupies quarters on the 11th Floor after vacating space on the 3rd Floor. The department's telephone information center, which moved to its 11th Floor locale in December, was previously at Emeryville Division.

The 10th Floor is now home for Research and Planning activities which previously occupied a site on the 2nd Floor. Staff members in this location are responsible for transportation planning, the elderly/handicapped access program, and coordination of contract services. The offices also house the District's general research library.

Legal Department, though remaining on the 6th Floor, is expanding a bit to provide needed room for its activities and personnel.

Attendance rates 'A's'

INCENTIVE AWARD — A's for attendance mean a pair of Oakland A's tickets to certain lucky employees (six per home game) whose names are drawn from among those eligible to compete. Wilma Gaines (above), personnel supervisor, was the first name to be pulled in the continuing program created to recognize positive job performance of union employees and those in certain non-union categories. Eligibility for inclusion in the program requires a 90% attendance record over a year and no adverse reports, according to Ben Davis, employee relations coordinator.

THE COVER — Sixty years ago, when buses first made their appearance on East Bay streets — sharing space with trolley cars and the jaunty jalopies of the era — they were called motor coaches. Key System introduced them to East Bay riders in May, 1921, to serve Oakland's Montclair and Mills College districts. They served various destinations, including (middle right) the Montclair area (at what is now LaSalle and Moraga Avenues) where home-sites were on sale. As the decade moved along, it brought various changes in the appearance of these ancestors of today's AC Transit buses. The coach shown at lower right, for instance, was Circa 1923, and the locale was 58th & Telegraph.

Finance adds staff; senior planner named

Ted Reynolds

Michael Quinn

One new appointment and a promotion have taken place within AC Transit management ranks in recent weeks.

Ted Reynolds has been promoted to senior transportation planner, Research and Planning.

An AC Transit employee since 1958, Reynolds became a transportation planner in 1977 after years of service as a driver and dispatcher, during which he completed studies at San Francisco State for a degree in Urban Planning. He has since completed a UC Berkeley Extension program in urban/regional planning.

Since joining the department, Reynolds' assignments have centered around the Five-Year Plan, land-use policy and schedule adherence.

He and wife Jean are the parents of two college-age daughters, Cynthia and Stephanie.

One new staff member — *Michael Quinn* — has joined Finance Department.

Quinn, general accounting supervisor, previously was internal audit manager of California Dental Service and accounting manager for that organization's subsidiary, DSPIC. Prior to that, he was senior auditor for Alexander Grant & Company and in accounting positions with Price Waterhouse and Ross Stores, Inc.

His accounting degree was earned at USF, and he has since obtained his CPA license and completed graduate courses at Golden Gate University. Quinn is single and lives in Novato.

Plan presents 5-year view

(Continued from page 3)

years are expected to be, essentially, "no growth" periods in terms of service expansion. No fare increase is currently planned, though a hike probably will be necessary during the next five years.

Stan Pearce Dies after Long career

S. O. Pearce

Stanley O. Pearce, 62, AC Transit's superintendent of safety, died of a heart attack April 19 in Pollock Pines.

Pearce was a public transit veteran who started his career as a motor coach operator in 1946 after service in World War II. He had been training instructor, chief instructor, and manager of safety and training before becoming superintendent of safety in 1979.

His dedication to the safety and well being of passengers and drivers through thorough training of operators helped AC Transit achieve a notably low accident rate. During his tenure, traffic accidents and passenger injuries per 100,000 service miles declined while actual operating miles increased.

His supervision of the safe driving awards program made him a familiar face as he emceed presentations in divisional Gilley rooms throughout the District. He also was involved in the annual Bus Roadeo competition for drivers.

Pearce is survived by his widow, Helen; daughter, Diane; son, Randal; and stepson, Jerald Redding. The family home is in San Leandro.

Lewis brothers and J.C. Thomas retire

Stephen J. Lewis

Anthony S. Lewis

Anthony S. "Tony" Lewis completed 34 years of service before retirement, mostly as a driver at Emeryville Division but including periods as training instructor and transportation supervisor. Together, he and brother Stephen contributed an impressive total of 73 years to public transit.

Tony's transit career started in 1946 when he joined Key System at the suggestion of his brother. By that time he had completed four years of Army service, specializing in medic training and medical supply duty. Even before that were 1930's stints as sailmaker's apprentice, crewman on sail-powered Alaska fishing boats, and work/training with the Roosevelt administration's famed Civilian Conservation Corps.

As a driver, Tony worked a lot on Lines 40 and 50, became familiar to patrons of the Ashby-Dwight Way run, and also did transbay driving, mostly on Lines C and E.

Though he's been suffering some health problems, Tony is looking forward to feeling fit enough to do some traveling, including a trip to sightsee and visit friends in Arkansas. Currently, though, he's staying close to home — a bachelor apartment in Oakland.

Other than during Army service, the Lewis brothers have lived close to their roots over the years: they are natives of Alameda.

From sailmaker's helper to public transit pro — that's the path taken by *Stephen J. Lewis,* retired as a Seminary Division driver after 39 years of service. Of course, as he points out, the path was not without one major detour — time out for World War II infantry duty, during which he served, and was wounded, in Europe.

As Lewis tells it, he was first employed by Key System as a streetcar operator by the process of making himself persistently noticeable.

"Put that man to work; I'm tired of seeing him around!" he quotes a Key System official as saying after he had noted Lewis' presence around the office day after day.

This display of dogged determination, which proved successful, stemmed from Lewis' need for less seasonal employment than his previous stint with a firm in Alameda which fitted-out and sent fishing boats to Alaska.

By the time he left for the Army, Lewis had already made the switch from streetcars to buses. He resumed his driving job after the war, soon joining the newly-opened Seminary Division. He became a veteran transbay driver, mainly on the R Line (Hayward/San Francisco).

Lewis and wife Barbara (better known as "Pat") are enjoying the leisure life at their long-time home in San Leandro. They have a daughter, Pat, four grandchildren and two great-grandchildren.

Though he claims "I'm a lousy bowler", *James C. Thomas* — retired Mechanic AA, Newark Division — has, nevertheless, taken up that pasttime, professing not to mind that wife Mildred shines a bit more than he during once-a-week league play.

Looking back at his 35-year transit career, Thomas views with particular

(Continued on page 7)

James C. Thomas

Three take retirement

(Continued from page 6)

pride his contributions to his craft during approximately 25 years as shop steward and the additional five-year period he served as Vice President/Business Agent for Division 192, Amalgamated Transit Union. While holding that position from 1969 to 1974, Thomas says he was instrumental in getting cost-of-living established; another breakthrough was getting tool allowances for maintenance workers in California public transit systems.

Like many mid-westerners in the late-thirties, Thomas came to the far west "looking for opportunity". In 1945, he joined Key System as a streetcar operator. Within a month, though, he had his foot on the bottom rung of the bus mechanic ladder, which he continued to climb during years of service.

The Thomas family (long-time residents of Castro Valley) includes four children — Beverly, Cliff, Roger and Brad — plus nearly a dozen grandchildren and three great-grandchildren.

Take stock in America.
UNITED STATES SAVINGS BONDS
Savings Bond sign-ups start
May is U. S. Savings Bond sign-up month, with information on the payroll deduction plan going out to employees.
Donn Desboine, coordinator for AC Transit, may be contacted for details, along with these in-house representatives: Bernell Thomas, general/executive offices; Cynthia Isom-Dorsey, transit information; Mary Ann Pollar and Bonnie Nichol, Division 2; Sam Carter and Bernice Pate, Division 3; Charlesetta Brown, Division 4; and Eugene Cota, Division 6.

Two "golden oldie" Key-period coaches Donated to museum

California Railway Museum in Rio Vista recorded its first motor coach acquisition February 26 when the organization took possession of two vintage GMC coaches donated by AC Transit.

The two 48-passenger coaches, 1949 and 1958 models, were acquired by Key System Transit Lines, AC Transit's predecessor. The 1958 coach was one of a fleet put into service by Key System to fill the transportation gap when transbay train service was discontinued.

Though they now are part of the rail museum's historical collection, the buses are based, for the time being, in San Francisco. First official use by their new owners came April 3 when one of the "golden oldies" carried members across the Bay Bridge to a meeting in Berkeley. In time the organization hopes to use the coaches for museum-sponsored excursions between the Bay Area and the Rio Vista site for old-time transportation classics.

Divisional leadership Line-up is announced

With some re-assignments taking place at mid-month, the following lineup of divisional superintendents/assistant superintendents has been announced by *Loren A. Ball,* transportation manager.

G.L. "Mo" Gross serves as Emeryville Division superintendent, with *Sterling Stewart* and *C.U. Farrell* as assistant superintendents.

W.T. Gauer is superintendent at Richmond Division, backed by *H.L. Ellis* and *E.L. Cota.*

Seminary Division's superintendent is *T.E. Swanson,* supported by *H.L. Jefferies, C.O. Sigler,* and *G.J. Mondragon.*

L.L. McDonald is Newark's superintendent, with *A.L. Ross* in the assistant superintendent slot.

Our 'Stockholders' Write

I am writing to praise *Jim Wagner,* who drives the 8:03 a.m. San Francisco Express on the V Line.

He's an excellent driver — safe, courteous, cheerful and prompt. Mr. Wagner also is helpful. One day a passenger dropped a $10 bill instead of a $1 into the farebox. He noticed it, asked who was the last passenger to pay and immediately took steps for the woman to receive a refund by the time the bus reached the terminal.

In the past I've had my differences with AC, but management has always been responsive. I appreciate this. I also think it's only fair to praise as well as to complain. Your fine service, as carried out by Mr. Wagner, is one less worry and irritation at the start of the day. I thank you and Mr. Wagner.

Timothy C. Gartner
San Francisco Chronicle

* * *

I am a daily rider on the 17 buses on Alcatraz and Sacramento. I just thought you might like to know that you have two of the most courteous drivers in the Bay Area, *J.R. Williams* and *B.W. Lankford.* These two are very outstanding.

They seem to know the riders — children, maids, office workers, businessmen, college students. There is no pot smoking, no bad words. It is a pleasure to ride on their buses. They greet everyone with a warm "hello" and, to my astonishment, they know their riders by name.

Anita Martin
Oakland

I am writing to commend one of your drivers *(H.L. Hampton)* for an act that all the passengers were grateful to see. My daughter and I boarded the bus at Pittsburg, on our way to Martinez. As we approached the stop light at Diablo Valley College, the driver and passengers saw a car at the stop light that was on fire. As the flames shot in the air, as the car's hood was raised, the driver put on his emergency brake, grabbed his fire extinguisher, ran to the burning car, and had the fire out within seconds. He thus saved a woman's car from being destroyed.

He got back on the bus and resumed his trip, and all the passengers on the bus praised him for his quick action.

Harry Gatts
Darlene Gatts
West Pittsburg

* * *

I am writing this letter to express my gratitude and admiration for the bravery of your driver, *Mr. Joseph Jones,* who was driving the F bus to San Francisco on which I was a passenger several weeks ago.

Mr. Jones interceded in protection of the passengers when a man on the bus became irrational, verbally abusive, aggressively threatening, and clearly out of control and potentially violent. As passengers we were all indebted to Mr. Jones for his quick-thinking and wisdom in dealing with a frightening and ugly situation. He behaved with incredible calmness, self-control and bravery.

Clare Van Schoick
Oakland

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Oakland, AC Transit join in study

JUN 11 1981

Improving the environment for public transportation in downtown Oakland is the target of an agreement between the City of Oakland and AC Transit signed May 4 by General Manager Robert E. Nisbet.

UNIVERSITY OF CALIFORNIA

The agreement, followed by Metropolitan Transportation Commission approval, launched a $65,900 first-phase research project to identify transportation- and transit-related issues in the heart of Oakland.

The program will be carried out by City of Oakland staff with assistance from AC Transit, BART and MTC personnel.

Key issues which will come under scrutiny will be BART train access and service levels, AC Transit bus service, street traffic patterns, parking and the feasibility of a downtown transit-pedestrian mall.

"This first phase will be an information gathering project," Nisbet says. "All pertinent data, such as the fact that AC Transit has 2,600 bus trips through the intersection of 14th St. and Broadway each workday, will be collected."

Along with the information gathering over a three-to-four month period, the program will identify goals and objectives for improved transit.

The second phase of the project, which will cost an estimated additional $100,000 over about 18 months, will develop specific solutions leading to mass transit improvements.

"This is an excellent example of the city and transit agencies working together to find the best possible answer to transportation needs," Nisbet said.

THE COVER — This theme poster for the early June introduction of lift-equipped coaches was just one informational tool for telling potential lift-users and the general riding public of AC Transit's new elderly/handicapped access program. Prior to the June 7 program introduction, thousands of printed guides were distributed describing how the access equipment — wheelchair lift and "kneeler" — works; how poles and signs will be marked to indicate bus stops where equipment-users may board; and sources of more specific data on lift-equipped lines and bus schedules. Newspaper ads, visits to centers where seniors and the handicapped meet, and informational releases to the media have been utilized also to spread the word that bus steps no longer need bar an individual from bus ridership.

Ridership increases show That more are tuning in To mini-bus convenience

The Downtown Oakland Shuttle, inaugurated in late-November, met a ridership target — 1,000 passengers per day — several months sooner than initially predicted, according to current figures. The mini-buses, noted for their bright musical-theme motif and melodic signature sound, recorded a ridership high on May 20 of 1,100 passengers after first achieving the 1,000-passenger mark on May 4.

These figures compare with average ridership of 400 during the first two weeks of operation last winter.

The six bus shuttle fleet with a 25-cent basic fare serves a route designed to tie together major focal points in the Downtown Oakland area: Kaiser Center, Jack London Square, and destinations along the Broadway and Madison-Oak corridors. Ten-minute headways are maintained during 9 a.m. to 5 p.m. service. In addition, limited service is offered, with 30-minute headways, during the peak commute periods (7 to 9:30 a.m., 4:30 to 6:30 p.m.).

Original projections called for reaching the 1,000-passenger goal after a year of service.

New service improvements planned

New public transportation links connecting downtown Oakland with major East Bay airline and railroad terminals are among the improvements AC Transit has plans to put into operation the first weekend of June, following a June 3 public hearing on the matter.

Line 61, the latest addition to the AC Transit East Bay bus system, will connect the Kaiser Center and downtown Oakland directly with the Oakland Airport.

This new bus route, which will run Monday through Friday (beginning June 8) at 30- to 45-minute intervals, provides direct service from downtown to the airport's north field and main terminal via Broadway in Oakland, Buena Vista in Alameda and Doolitte Drive in East Oakland.

Beginning Sunday, June 7, the AMTRAK station in West Oakland will have better bus connections to downtown Oakland and the entire East Bay via rerouted Line 88 bus service.

All Line 88 buses will now operate to and from the downtown area to and from the AMTRAK terminal via BART/Oakland West, with buses operating every 12 to 15 minutes during the day and 20 to 30 minutes evenings and weekends.

Other Changes

Other service adjustments and improvements scheduled for implementation June 7 or 8 include:

* Extension of Line 40/43 in the Albany area to BART/El Cerrito and El Cerrito Plaza Shopping Center;

* Extension of Line 43 in San Leandro to Bay Fair Shopping Center and BART/Bay Fair;

* Adjustment of all Line 40/43 schedules to substantially improve service in the Berkeley-Oakland-San Leandro corridor traveled by this route;

* New service in the Pinole-Rodeo-Crockett area of western Contra Costa County via Line 70 (operating from Hilltop Shopping Center via Tara Hills and Pinole to Hercules and Viewpoint) and Line 70A (replacing present Line 78A service from Hilltop via San Pablo Ave. to Crockett);

* Extension of Line 33A-Oakland-Alameda Express and Line W-1-San Francisco-Alameda Express bus service to Bay Farm Island.

Pocket timetables depicting the improved routes and schedules will be available from bus drivers beginning June 7th (or June 8th on those lines operating only Monday through Friday) or from AC Transit Customer Services, 508 16th St., Oakland, 94612, or by calling Transit Information.

Citizen hearings held

The Board of Directors held one public hearing in May and scheduled another for June 3.

A public hearing May 13 provided opportunity for interested citizens to comment on the exclusion of 295 acres from AC Transit's service area on the border of Union City and Fremont.

The parcel in question is an uninhabited area known as Lowry Road Annexation along the southwestern boundary of Union City.

It was transferred from the City of Fremont to Union City in 1978, and no AC Transit bus service is provided.

Proposed service changes was to be the topic for the June 3 hearing, after which the Board will take action regarding a series of planned re-routings, extensions, and new schedules or routes.

Such service adjustments require public review, according to an Urban Mass Transit Administration regulation.

Ward goes to training course

Schedule Analyst *Gary Ward* was selected to attend a 10-day course on "The Art of Schedule Development and Design" which was slated to begin June 5 at LaRoche College in Pittsburgh, PA. The course is an offering of the Mass Transportation Management, Training and Research Institute.

John McDonnell

MTC Award Recognizes McDonnell

MTC AWARD—John L. McDonnell, AC Transit Director, received special recognition this month for years of work on behalf of public transit. In ceremonies May 27 he received the Metropolitan Transportation Commission Special Recognition Award, with MTC Chairman William R. Lucius praising his work in furthering public transit "at the local, regional, state and national levels." McDonnell, an AC Transit Board member for more than two decades, is in his second term as Chairman of the American Public Transit Association.

Grandison Promoted

George Grandison

George Grandison, whose transit career spans 20 years, has been promoted to Assistant Transportation Manager.

Grandison joined AC Transit in 1961 as a driver at Seminary Division, subsequently moving through the ranks via positions as dispatcher, transportation supervisor, assistant superintendent, and superintendent. He served in the latter capacity at both Richmond and Seminary Divisions. In 1974-75 he served as control room supervisor and acting assistant superintendent for the Richmond Dial-A-Ride project.

Grandison, along with wife Saundra and children, is a resident of Oakland. He is a graduate of McClymonds High School and subsequently attended Merritt College.

Patrons to East Bay parks will enjoy out-of-doors without driving worries

AC Transit patrons will again be able to enjoy the sun and fun facilities of several East Bay Regional Parks this summer without the hassle and cost of going by automobile. June 13 will mark the start of bus service to Tilden, Roberts/Redwood, Don Castro, Lake Chabot, and Point Pinole Parks; and the schedules will continue through September 13.

Plans include:

- Daily service at hourly intervals to Tilden Regional Park from BART/Berkeley; operating from about 11 a.m. to 6:30 p.m., with coaches equipped to handle bicycles at an additional cost of 25 cents per bike.
- Daily service at hourly intervals to Roberts Recreation Area/Redwood Regional Park from BART/Fruitvale, operating from about 11 a.m. to 6:30 p.m.
- Weekday service at 30-minute intervals from about 6:30 a.m. to 6:30 p.m.; week-end/holiday service at hourly intervals from about 9:30 a.m. to 5:30 p.m. to Don Castro Park from BART/Hayward via Line 95 (Kelly Street).
- Daily service at hourly intervals from about 11 a.m. to 6 p.m. from BART/Hayward and downtown Hayward to Lake Chabot Park via Line 91 (Hayward-Castro Valley).
- Weekday and Saturday service at hourly intervals from about 9 a.m. to 6 p.m. to Point Pinole Park via Line 78 (13th Street-Parchester Village).

Elderly/Handicapped access

New equipment eliminates bu

When officially introduced June 7, AC Transit's network of standard buses equipped with driver-controlled passenger lifts and front-end "kneeler" is expected to expand the mobility options of thousands of East Bay residents who, because of age or physical handicap, have previously found it difficult or impossible to use bus services.

Ceremonies marking implementation of the long-planned E&H access program are scheduled for June 5.

Lift-equipped buses will operate on major routes between Richmond and Fremont, and most urban East Bay BART stations will be served by at least one line with accessible coaches.

Potential users will find various resources available to help them identify routes offering special access. Transit Information operators will inform callers of their options in reaching destinations via accessible coaches serving the range of routes. The lift-equipped buses themselves will be distinctively marked: the blue and white international handicapped symbol will appear next to the front destination signs.

Bus poles and signs at stops will be helpful also, with a wide blue band on the pole, the handicapped symbol on the sign, plus blue and white route numbers indicating the lift-equipped lines serving that particular stop. Lifts will be activated only at boarding zones displaying these markings.

Printed resources for pin-pointing lines with lift-equipped coaches include the AC Transit Route Map's "Basic Bus Service" chart and pocket timetables, which mark special-access trips by the handicapped symbol.

ALL ABOARD—New equipment helps wheelchair users (such as the two shown) or those using other mobility aids (above, center) to board, where certain seats —well-marked for public information (above, far right) — fold away for chair securement and buckling-in by the rider (below, far right). The access program also includes a "kneeler" which eliminates or lessens the step upward for those whose movements are restricted because of age or physical condition.

s steps as barrier to boarding

The lift is available for ease of boarding/exiting for a wide variety of passengers who cannot climb steps. This includes those using wheelchairs, walkers, or other mobility aids. It is designed also to help persons with less visible disabilities, such as arthritis, and those who can't manage the steps because of heart or respiratory conditions.

As a bonus, lifts are expected to prove an aid to senior citizens with heavy shopping carts and to parents maneuvering baby strollers.

The "kneeler" feature, allowing the driver to lower the front end of the bus to bring the bottom step closer to sidewalk or street will help those who are ambulatory, yet can't easily step up to board.

"Please lower the steps!" is the magic phrase that will alert drivers to waiting passengers needing the kneeler.

Each accessible bus will have space and securement devices for two wheelchairs. This space is created when the two farthest-forward seats on both sides of the aisle and the adjacent longitudinal seats are folded away. These seats are well marked to assure public understanding that they must be vacated if needed for wheelchair space and securement.

AC Transit's pre-implementation informational program has been aimed both at potential users of the special access equipment and at the riding public in general, since the cooperation, patience, and understanding of all bus patrons is considered crucial in making expanded access the full success that it deserves to be.

GREEN LIGHT—Introduction of AC Transit's new equipment designed for those elderly and handicapped persons who require aid in boarding/alighting follows years of planning, testing, training.

AC Transit has won the "First Place, Gold Camera Award" from the United States Industrial Film Festival for "Riding Together", a 20-minute film for bus drivers on serving the handicapped and elderly. The award was given May 8 in Chicago. The film was produced last Fall in the Oakland area.

In an acceptance telegram, General Manager Robert E. Nisbet said, "Our total delight is only matched by our complete commitment to equal access for all citizens. It is especially gratifying to receive the award this year, which has been designated the International Year of Disabled Persons."

"Riding Together" is available to community groups through the Research & Planning Department.

Young, Schrunk round out transit careers

Eugene Young

Wilmer Schrunk

Eugene Young, who completed 35 years of public transit service before retiring, is finding no lack of activities to keep him busy. The former Mechanic A at Richmond Division, who joined Key System in 1945 after working in the shipyards during the war years, finds that he has more time now for the work that he enjoys doing around his Richmond home, where he and wife Lillie Mae have lived for 25 years.

The Youngs returned from their first post-retirement trip — a three-week visit to Toronto and Montreal — just recently. They visited their daughter, Lili Marie, in Toronto. Another daughter, Tyrah Fae, lives in New Orleans — the Youngs' next contemplated destination.

Seven other children — Eloise, Milton, Wilma Jean, Roland, Ronald, Ramona and Eugene — and 11 grandchildren round out the family roster. Eugene is a student at the University of Oregon with an eye on a possible law career.

Young remembers a lot of hard work in the Key System days when he performed maintenance chores for the trains. With their phase-out in 1958, he switched to servicing and maintaining buses, then began the series of steps through the mechanic ranks.

His only post-retirement problem so far, Young says, is adjusting his sleep-wake patterns after 16 years of working graveyard shift.

Wilmer (Will) Schrunk was a 20-year veteran of service as a streetcar operator and bus driver in Sioux City, Iowa, before he joined AC Transit as an operator in 1964. Adding it all up, Schrunk can be credited with a total of 37 years of serving public transit patrons.

A Bay Area visit to a son stationed here with the Navy convinced the Schrunks to pull up stakes and move west. A mailed-in application form for a driver position preceded the family move, so it wasn't too long before Schrunk was behind the wheel again. He joined Emeryville Division but had been with Newark for a few years when he retired.

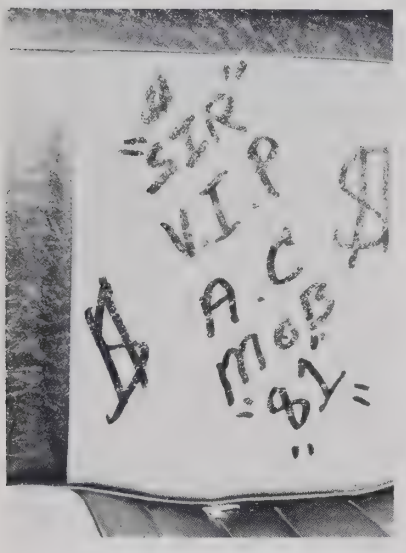
Schrunk is keeping busy working on maintenance/repair chores in connection with the apartments which wife Virginia manages. Also, since they have six children — Ron, Garry, Jim, Judy, John and Rick — and 18 grandchildren (mostly living out-of-state), the Schrunks are not lacking in destinations for trips. Schrunk says he doesn't mind making such trips even after all those years behind the wheels of buses. He first learned to drive, he recalls, at age 9 (a 1914 Buick) and paid $40 for his first car (a 1925 Model-T Ford) when he was 15.

The Schrunks live in Fremont.

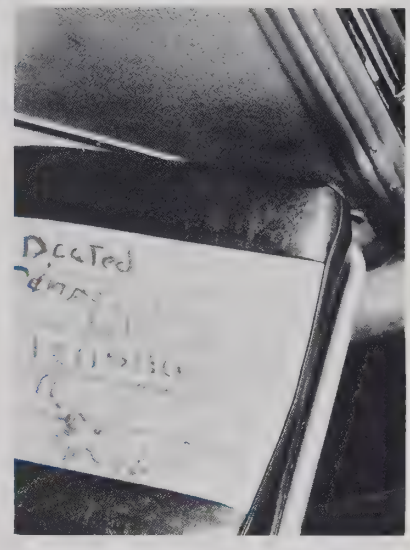
AC Transit retirees, about 100 strong, meet for luncheon the third Tuesday of each month at the Blue Dolphin, San Leandro. The group hears speakers, socializes, and sponsors excursions. Potential members are encouraged to call Frank Lauricella, president, 451-9788; Donald Goodman, 482-1487; or Lou Bailey, 462-1116, for information.

Transit trends and topics

Graffiti mars buses, adds to expense



Some hard to remove "Signs of the times"



With the yearly tab for vandalism repair currently averaging $600,000, AC Transit may be facing an even higher outlay if the trend of the last six or seven months continues, according to Dick Bertz, maintenance manager.

Though he was commenting mainly on graffiti, he sees it as part of an overall trend of increased marring/mutilation of public property.

"My Cleaners know it's a growing problem; they take care of something one day and it's back the next."

Bertz feels that much of the willful damage is youth-related. The graffiti that his department's coach cleaners struggle to remove frequently reflects gang messages, names, symbols, slurs, and challenges.

Bertz has yet to discover a miracle product for dealing with the pervasive graffiti problem because of the variety of both graffiti-vulnerable surfaces on buses and the range of writing instruments. It's easier, for instance, to clean marks from felt-tip pens from fabric seat cushions than from vinyl.

"Felt pens act as a dye on vinyl," Bertz says, and the only solution in totally removing such marks is actually painting over the vinyl with a water-based tint.

"That's why we've gone to dark brown, variegated seat material," comments Bertz; "Still, the cleaning is time-consuming, discouraging, and costly."

Actions of the Board (Continued from back cover)

- Authorized General Manager to renew contract with City of Fremont to provide van service for senior citizens during Fiscal Year 1981-82, on motion of Director Holmes.
- Authorized General Manager to solicit proposals for automated passenger data collection system, on motion of Director Rinehart.
- Authorized use of outside firm in selection of new Personnel Manager and placed Personnel function under Assistant General Manager for Administration, on motion of Director Bettencourt.

New Employees

AC Transit welcomes these new workers

Fred Barlow, Jr.
Transportation
Emeryville

Daniel Benefield
Transportation
Emeryville

Debra Beverly
Transportation
Emeryville

Donald Bolton
Data Processing
General Office

Charles Cavness
Transportation
Emeryville

Ola Mae Flood
Transportation
Emeryville

Michael Gauer
Transportation
Emeryville

Crystal Jones
Transportation
Emeryville

Judy Kemp
Transportation
Emeryville

Sandra LeBlanc
Transportation
Emeryville

Gaylen Malich
Legal
General Office

Cynthia Moseby
Transportation
Emeryville

Ismael Olmeda
Maintenance
Emeryville

Ernest Orozco
Maintenance
Emeryville

Earnest Phillips
Maintenance
Emeryville

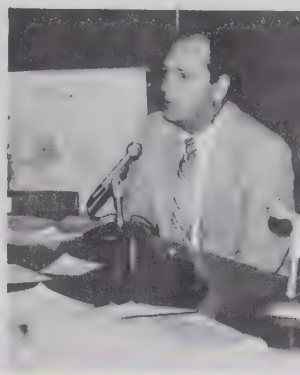
Bernadine Reed
Data Processing
General Office

Helen Sambrick
Transportation
Emeryville

Johnathan Scott
Transportation
Emeryville

Mertice Williams
Transportation
Emeryville

Hearing provides forum on Five-Year Plan



PUBLIC HEARING — On April 29 the Board of Directors (top left) and staff (including, top right, Don Larson, research and planning manager) heard citizen comment on the Five-Year Plan Update, representing guide-lines for Fiscal Years 1982-86. Input from the meeting was to be considered before final changes were made and the revised document adopted by the Board in mid-May. Among those speaking at the hearing were John Christensen (top center), Manager of Economic Development, Oakland Chamber of Commerce.

Roy Nakadegawa

Article on Hong Kong Is published

Roy Nakadegawa, President of AC Transit's Board of Directors, is author of an article in the May 1 issue of "Passenger Transport", published in Washington, D.C., by the American Public Transit Association.

The article — "Learning from Hong Kong: Where Public Transport is Privately Owned and Operates Strictly in the Black" — is based on his observations of the administration and operations of the heavily-used, multi-mode transportation system in Britain's island outpost.

Nakadegawa, a civil engineer, has been a Board member since 1972.

Safe-driving statistics Indicate successful month

All divisions met the monthly safe driving goal during April.

Newark Division led again in the standings, with full-time drivers compiling an average of 33,258 miles per chargeable accident. Second was Richmond Division, whose drivers were responsible for a tally of 23,723 miles per mishap. Seminary Division's score for the month was 17,066 miles per accident, and Emeryville's was 15,731 miles.

The safe-driving statistic toward which System drivers strive is 13,250 miles per chargeable incident.

As a group, full-time drivers traveled 2,692,149 miles in serving AC Transit patrons throughout the District during the first full month of spring.

Young patrons apologize

Among recent patron letters were two from very young riders repenting previous acts of writing on bus seats with red marking pens.

The two, who attend Fruitvale School in Oakland, apologized for giving in to the graffiti impulse and each inquired as to ways in which to make amends for the damage.

Their teacher is Pamela Bouyer.

Actions of the Board

At an adjourned regular meeting April 29, the Board of Directors:

- Approved contracts to Almac Plastics, Transparent Plastics, and California Plastic Supplies for furnishing glazing materials, in conjunction with Regional Transit Association joint procurement, on motion of Director Bettencourt.
- Awarded contract to Vapor Corporation, subject to compliance with specifications, for furnishing two wheelchair lifts, on motion of Director Fajans.
- Scheduled public hearing for June 3, 4 p.m., in conjunction with Project Development Committee meeting, to consider proposed service changes, on motion of Director Fajans (See story, Pg. 4).
- Approved five permanent training instructor positions, on motion of Director Bettencourt.

* * *

At a regular meeting May 13, the Board of Directors:

- Authorized participation by one schedule analyst in "Art of Schedule Development and Design" course at Mass Transportation Management, Training and Research Institute, Pittsburgh, to begin June 5, on motion of Director Rinehart.
- Referred to management for evaluation bids received for furnishing Advanced Design and "New Look" coaches.
- Awarded contract to Midwest Retarder Incorporated for furnishing brake retarder assemblies, subject to compliance with specifications, on motion of Director Fajans.
- Authorized solicitation of bids for servicing and repairing underground storage diesel fuel tanks, on motion of Director Fajans.
- Adopted Five-Year Plan Update, Fiscal Years 1982-86, with specified changes, on motion of Director McDonnell.
- Authorized service to major regional parks June 13 through September 13, 1981, contingent on subsidy to defray specified costs, on motion of Director Holmes (see story, Pg. 5)
- Authorized re-routings of Lines 22 and 30, on motions of Director Holmes.

(Continued on page 9)

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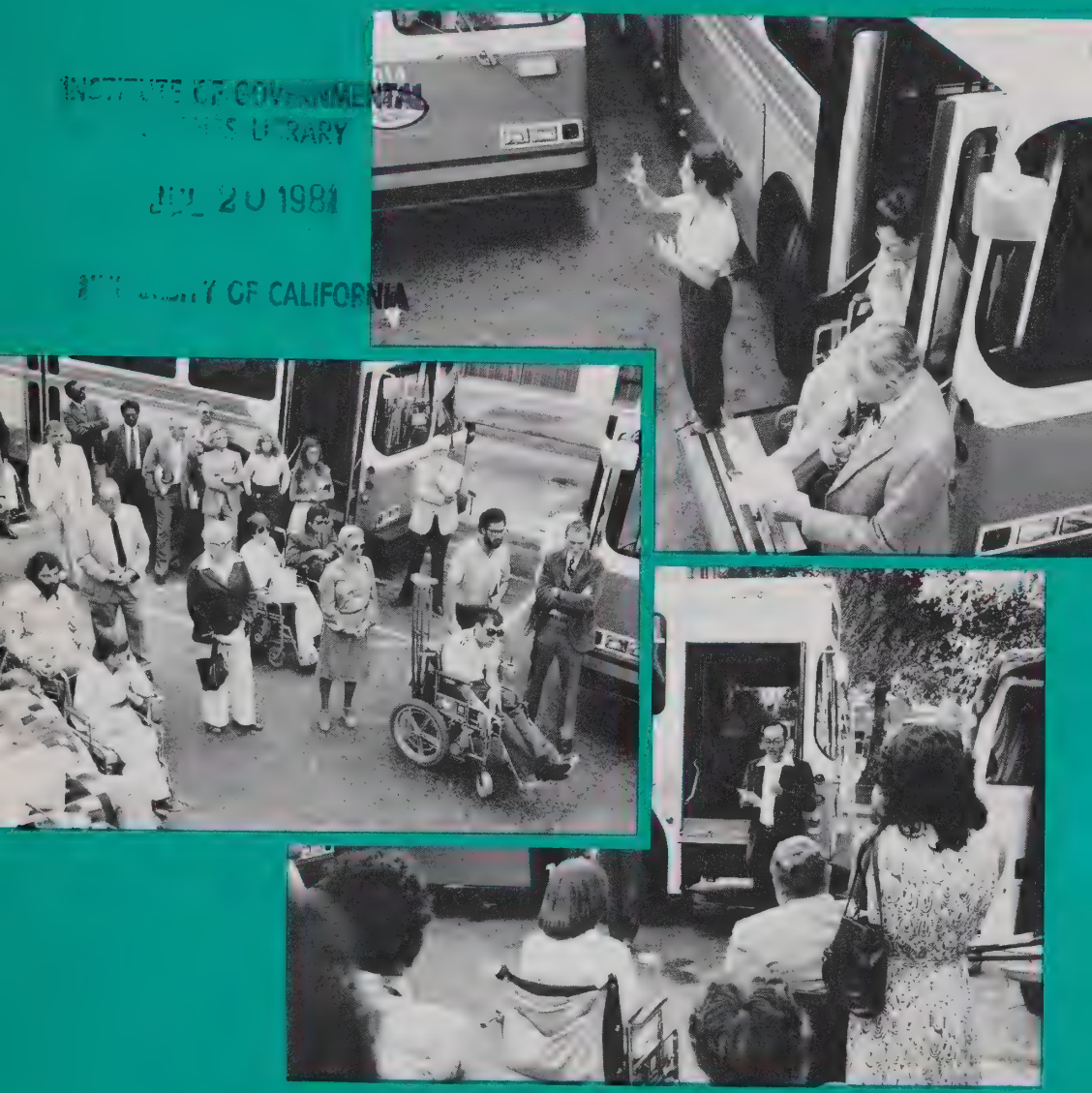

Saluting broadened bus access

Our 'Stockholders' Write

I recently rode on Line 15 with Driver *Melvin Brown* and would like to commend him to you.

I was impressed initially by the way he handled a problem with a young man who was misusing a transfer to double back on the same route. Mr. Brown was polite, but very firm and did not budge from his position until the fare was paid. He was courteous and helpful to each rider.

There are so many problems with young people riding buses and breaking posted rules that I found Mr. Brown's firm approach reassuring and a credit to AC Transit.

Thelma Taylor
Oakland

* * *

Drivers often get comment or criticism for their poor driving or discourtesy. But I want to report favorably and commend a driver when he does an unusually good job.

I have ridden several times with your driver, *W.L. Grace,* on the Richmond-San Francisco line, and have been very favorably impressed with his excellent driving and his courteous, firm way of dealing with the passengers. He was considerate, friendly, and helpful — yet firm and respectful in handling smoking, and loud radios. He was captain of that ship and he had immediate respect.

I told him how much I appreciated his care in traffic and at the railroad crossings, etc., but I thought you should know as well what a good man you have.

Daniel Jensen
Richmond

Today I had the pleasure of riding a bus driven by *Vivian Smith.*

Ms. Smith was a credit to the company. She was helpful, courteous and friendly. She exhibited a sincere concern for all elderly passengers, pulling closer to the curb, assuring them that they could take their time, patiently listening to questions and pleasantly giving directions.

M.H. Buckley
University of California

* * *

Sunday, June 7, I rode the new lift-equipped buses on a trip to San Francisco. It was an exceptional event for me as I have been unable to ride public transportation since being injured in 1941. I use a wheelchair and wish to compliment AC Transit and the drivers who were courteous and efficient.

I boarded on the 15 Line about noon at East 18th and Park Boulevard. The driver, *Sabrina Dixon,* operated the lift efficiently and courteously. Getting off was done easily. At 12:30 I boarded the A Line bus with driver *C.C. Ferrell.* The loading was done smoothly. Incidentally, Channel 4 did a tape that was shown on their 5 and 11 p.m. newscasts. After an hour or so in San Francisco, I boarded for the return on the A2 Line.

The entire trip went smoothly and though it did take a little extra time, I did not feel that it caused any delay; at least the drivers made me feel that it was an easy routine.

My thanks again to the two drivers and to AC Transit for my first bus ride in 40 years.

Roy Mahlstedt
Oakland

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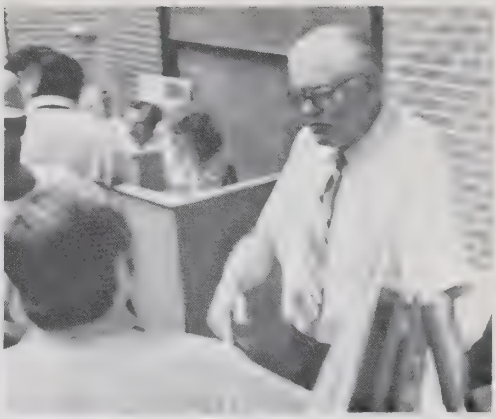
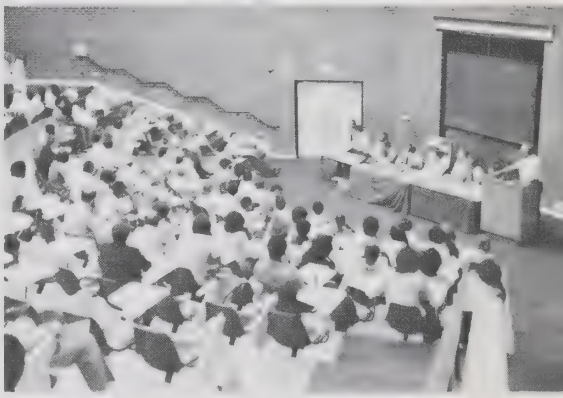
'ACcessible Transit' comes to town

PROJECT MOBILITY — Two days before the June start-up of lift/kneeler bus access, AC Transit hosted a gathering in downtown Oakland to celebrate the new service. Among the many who took part were (left) Richard Windrich, president, ATU Local 192, and General Manager Robert E. Nisbet (below, left), shown with Alice Johnston, one of the citizen advisors for the access program. Later, at the Coliseum, Steve Herber (far left) showed Oakland A's Captain Dwayne Murphy how a lift operates.

THE COVER — Joining with AC Transit in the June 5 introduction of bus accessibility equipment were public officials, civic leaders, and many of the elderly and handicapped citizens who aided the District in making "ACcessible Transit" a reality. In the top photo, General Manager Robert E. Nisbet makes a presentation, with simultaneous "signing" for the deaf by Joy Smith. Ready to help demonstrate the lift (at Nisbet's right) is Alice Johnston, a member of the Citizens Advisory Committee. In the lower photo, Roy Nakadegawa, President of the Board of Directors, addresses attendees, some of whom are shown in the middle photo, in which Director Jean Holmes is standing at center.

Seminar offers information on how-to-sell





SELLING TO TRANSIT — The welcome mat was out to would-be vendors on June 19 when the Regional Transit Association's procurement and minority business enterprises committees joined forces to hold their first annual Procurement Seminar. The day-long event at Laney College drew nearly 200 persons, who listened to representatives from Bay Area public transit organizations talk about their purchase needs and procedures. Among those from AC Transit providing information was John Krajcar (at podium, lower right, and answering a participant's questions, upper right), purchases and stores manager, who also serves as chairman of RTA's procurement committee.

Ranks of retirees diminished by deaths of three transit veterans

Deaths of three retirees — each with lengthy periods of transit service — have been reported.

Clarence H. Robejohannes, 84, died in Alameda March 13. A former bus driver who retired in 1961, Robejohannes had entered the transit field in 1934.

He is survived by a sister, Lillie Cox.

John G. Jacoby, 81, also a former driver, died April 9 in Oakland. His transit service spanned the years 1926 to 1965.

Survivors include his widow, Viola, and a son, Robert.

Iona M. Castlebary, who was a PBX Information Clerk at the time of her retirement in 1977, died May 25 in Daly City. Her period of service began when she was hired as a driver in 1944. She left the organization in 1959, re-joining in 1963.

She is survived by a daughter, Charlotte White and a son, Travis L. Cassel.

Public transit proves bargain

Car operating costs increased more than 18% between 1979 and 1980 — the biggest leap in history, according to a Hertz Corporation survey.

The driver of a 1980 standard-size car spent 48.1 cents per mile to own and operate such a vehicle last year, compared with 43.3 cents per mile in 1979. Costs for compacts rose to 39.9 cents a mile last year (up from 32 cents); for subcompacts, to 38.1 cents a mile (up from 30.1 cents).

Operators join safe-driving awards circle

SAFETY STRATEGY — "You have to think 'Defense' — just like professional football," says Joseph A. Alfano, fourth winner of the 30-Year Safe Driving Award. Honored June 2 at Seminary Division ceremonies by General Manager Robert E. Nisbet, he stressed, "You only have a split-second in most cases to avoid an accident." Having started his career on Key System streetcars September 11, 1945, Alfano has had just two chargeable accidents on his record. He and wife Josephine, who live in San Lorenzo, have three children and six grandchildren.

30-year award: J. A. Alfano

25-year award: Edith Stiles

CAREER CREDO — "You see a car approaching an intersection and think, 'I can make that.' Right there is the time to decide you can't!" These cautionary words on avoiding chances in driving are from Edith D. Stiles, shown receiving her 25-Year Safe Driving Award from General Manager Robert E. Nisbet during June 4 ceremonies at Emeryville Division. The second woman driver to win this award, Stiles has had just one chargeable accident since qualifying as an operator in 1953. She and husband Robert have three children and a grandchild.

West Contra Costa riders See service improvements

Weekday riders in western Contra Costa County noted a greatly improved service schedule starting June 8. These buses also feature new route numbers: Line 70 and Line 70A, replacing the old designation, Line 78A.

Line 70A buses now travel from Hilltop Shopping Center via San Pablo Avenue through Pinole, Hercules and Rodeo to Crockett. Line 70 buses provide service connecting Tara Hills, Pinole and the Viewpoint area of Hercules with Hilltop Shopping Center.

This local bus service, linking Pinole, Rodeo, Hercules and Crockett with the urban East Bay, is operated by AC Transit under contract with the Western Contra Costa Transit Authority.

Pocket timetables depicting the new routes and schedules are available from Line 70/70A bus drivers and by calling Transit Information: Pinole—758-2266; Richmond—232-5665.

Newark tops May safety tallies

Newark Division again led in the monthly safe-driving statistics with May tallies showing an average of 45,894 miles of driving per chargeable accident.

Seminary Division's full-time drivers achieved an average of 19,914 miles per mishap during the month, with Emeryville Division's registering 13,428 miles per accident.

The drivers' monthly safety bogey is 13,250 miles per accident.

During the past month full-time drivers, Local and Transbay, tallied a total of 2,634,680 miles in service to patrons.

PROMOTIONS: Employees assume new duties

Several AC Transit departments have reported personnel promotions:

Transportation

Seven former transportation supervisors have been named central dispatchers at Emeryville Division. They are *Steven C. Anderson, Steven A. Black, Alvin L. Gibson, Gregory L. Hunter, Robin D. Little, Dennis R. Murray,* and *Glen R. Ratliff.*

Promoted to transportation supervisors are *Roger C. Cottle* and *Lloyd L. Hadden,* both former drivers.

Finance

Teodoro Agcaioli has moved up the ladder to ARMS accountant, and *Laura Mingst* to ARMS account analyst.

Data Processing

Daniel G. Pagtakhan has assumed the duties of lead programmer, while *Wilhelmina Noel* is the newly-named documentation librarian.

Personnel

Ben Davis, Jr., has been promoted to employee relations coordinator, and *Donna Pate* has assumed new duties as employee relations representative.

James Kidd has moved up to increased responsibility as labor relations representative.

Curtis Goodenough is now an affirmative action analyst, while *Henry Arrington* and *Vivian Lewis-Robinson* have assumed positions as personnel analysts.

Training

Newly-appointed training instructors are *Jerry Bowen, Charlesetta Holloway, William Hutcherson, Hiran McKinney,* and *Betty Williams.*

Monthly Passes prove popular

Sales of AC Transit Local and Transbay Passes, which peaked in October, 1980, at 12,137, approached that mark again during the spring months just past. Combined sales hit 11,923 in April, dropping slightly in May to 11,540.

Local Passes were introduced in November, 1979, followed by Transbay Passes in March, 1980 — the first month of combined sales. That month marked patron purchase of 6,265 Passes. Combined sales have never dipped below that figure since.

Peterson added to staff

Clance Peterson, formerly an associate on the staff of Payne-Maxie Consultants, Berkeley, has joined AC Transit as financial analyst. He reports to *Nat Gage,* assistant general manager for finance.

Peterson's background includes an MBA from the University of Pennsylvania's Wharton School of Finance. He and wife Susan Tohbe live in Oakland.

TOP OF THE CLASS — Man Cheuk Woo, Emeryville Division Maintenance employee, was selected as the outstanding student in AC Transit's first class in diesel maintenance training, which held graduation ceremonies June 10 in Hayward. Presenting Woo's certificate was Dennis Harrington, instructor. Also spotlighted during the evening's festivities were 14 others from among the 17 System employees who completed the demanding course, which required attendance at twice-a-week night classes for nine months.

New Employees

AC Transit welcomes these new workers

Rolando Apostol
Transportation
Seminary

Jackie Boydston
Transportation
Emeryville

Michael Bradford
Transportation
Seminary

Marcus Brox
Transportation
Emeryville

Douglas Burghardt
Transportation
Seminary

Lajuana Clark
Transportation
Emeryville

Marvin Coln, Sr.
Transportation
Seminary

Georgia Detro
General Office

Coreline England
Transportation
Seminary

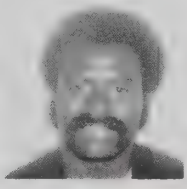
Cornelyea Ferguson
Finance
General Office

Robert Fisher
Transportation
Seminary

Joann Fobbs
Transportation
Emeryville

Cynthia Ghoston
Transportation
Emeryville

Johnnie Grate
Transportation
Seminary



Arnett Hall, Jr.
Transportation
Emeryville

James Jackson, Jr.
Transportation
Seminary

Clarence James III
Transportation
Emeryville

Wilfred Randle
Transportation
Emeryville

Debria Wills
Transportation
Emeryville

Actions of the Board

At an adjourned regular meeting May 26, the Board of Directors:

- Authorized Board members and five management executives to attend 1981 American Public Transit Association conference to be held October 7-11 in Chicago, on motion of Director Bettencourt.
- Adopted resolution excluding a portion of the incorporated territory of Union City from Alameda-Contra Costa Transit District, on motion of Director Bettencourt.
- Authorized General Manager to enter into rental agreement for property adjacent to Division 6 to be used for employee off-street parking, on motion of Director Berk.
- Approved job description and salary range for position of Personnel Manager, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting June 2, the Board of Directors:

- Authorized assistant risk manager and claims supervisor to sign workers' compensation warrant checks up to a maximum of $1,000, on motion of Director Bettencourt.

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Ward V
RAY RINEHART ..... Director at Large
MICHAEL H. FAJANS ..... Ward I
WILLIAM E. BERK ..... Ward II
JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV

MANAGEMENT

Robert E. Nisbet ..... General Manager
Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Nathaniel A. Gage ..... Assistant General Manager for Finance
Loren A. Ball ..... Transportation Manager
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Donald S. Larson ..... Research and Planning Manager
Billy S. Lyle ..... Personnel Manager
Richard W. Meier ..... Attorney for the District
Mike Mills ..... Marketing Manager
Warren E. Robinson ..... Transportation Engineer
John W. Rose, Jr. ..... Affirmative Action Coordinator

TRYING 'EM OUT — Selecting buses for purchase is a complex and crucial process. Thus, when Board members and staff take a new-model test ride, personal impressions of rideability are added to augment previous information gained from studying and discussing specifications, cost comparisons, and maintenance data. Here, Directors and staff take a demonstration ride in a Neoplan bus; and Loren Ball transportation manager, checks the behind-the-wheel viewpoint.

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EAST MEETS WEST IN THE MUNI CONNECTION

AVAILABLE AT THE TRANSBAY TERMINAL

First Two-System Pass goes on sale

Our 'Stockholders' Write

I am from back East, and here in the East Bay I relate to AC Transit as the finest in the country.

We highly recommend the management and the maintenance from indirect performance and results, but it is our personal contact with the drivers which makes me feel they are Number One. I wish to commend:

Gloria Hopkins, for complete control, exceptional courtesy, and very excellent driving of the 57 bus from the Oakland Coliseum on Memorial Day, with a fully packed bus kept friendly by the driver.

Veronica Collins, same place, same bus with the same efficiency as the driver above but on June 6.

N. J. Greene, on the 18 bus, was very courteous to several handicapped, all the senior citizens and, of course, the young people. All were handled in a professional, friendly, polite but firm way on a jam-packed bus.

Riding on your buses always gives me an uplift and a feeling of security with drivers like these.

Raymond Myers
Oakland

* * *

For several years I've been getting home from work safely and on time, thanks to one of your drivers, *Joe Alfano.* Joe is an extremely courteous and competent driver, and I can certainly understand why he has a "30 years safe driving" badge. I think AC Transit and its passengers are fortunate that you have such a driver in your employ.

Kathleen Harkness
Oakland

As a long-time rider on AC Transit's 51/58 Lines, I feel that one of your drivers should be commended for his professionalism and courtesy. I'm referring to *Joe Johnson.*

As I am now required to commute to Concord on business, I'm very pleased to see that Joe is running on the 301 Line as it puts me within walking distance of one of my good accounts. This is very important to me because I am disabled. Joe has always done his best (traffic permitting) to accommodate me as far as seating and bringing the coach to the curb. As a matter of fact, Joe has gone out of his way to be helpful to me: if I were making for a bus stop, Joe would wait for me as I do move a little slower than most people.

The manner in which Joe handles any equipment that is assigned to him is to be commended. Whatever he is assigned to run is done so smoothly and efficiently.

It would be good if other drivers within the system would try to emulate Joe's professionalism and conduct.

Darrell Voorhies
Oakland

* * *

We are daily passengers on your D and M buses from Diablo Valley College; also on the M bus every Sunday. This particular driver *(John Morrill)* we have found to be one of your best.

He is most courteous and obliging, greeting with a smile every passenger boarding the bus. It just makes passengers feel welcome and comfortable.

Both of us think that Mr. Morrill deserves some complimentary comments from the company.

Mr. and Mrs. Arthur Rossin
Pleasant Hill

Two-System Pass is introduced

Mid-August marked inter-system ceremonies and marketing efforts aimed at informing present and potential east-west bus passengers of the benefits and savings offered by the new AC Transit/San Francisco MUNI joint monthly pass. That's the time when the September 1981 "Muni Connection" — one pass recognized by both AC Transit and MUNI operators — went on sale at the AC Transit ticket office in the Transbay Transit Terminal, San Francisco.

The two-system pass is the initial product of an ongoing Regional Transit Association study of programs to facilitate trips in which passengers utilize more than one of the six cooperating Bay Area public transportation organizations — AC Transit, MUNI, BART, Golden Gate Transit, SamTrans, and Santa Clara County Transit. Still under study by the RTA participants is a possible phase two follow-up in the form of a three-system pass: AC Transit/MUNI/BART.

Meantime, AC Transit's passengers who regularly catch a MUNI coach at any location after reaching the western end of the transit connection are being urged to consider the cost and carefree-use aspects of the brand new pass. It's good for a month of unlimited local rides on all MUNI routes and on AC Transit coaches throughout the urban East Bay. Transbay commuters will be able to make a full month's use of trips to and from the East Bay zone indicated on the face of their passes.

Besides convenience, the new "Muni Connection" costs less than passengers would pay to buy separate passes currently marketed by the two bus systems.

The present single pass prices are AC Transit transbay Zone 1, $36; Zone 2, $45; Zone 3, $54; while the MUNI "Fast Pass" sells for $16.

Equivalent costs in the form of the new "Muni Connection" amount to a $2 per-unit saving: AC Transit Zone 1 plus the MUNI "Fast Pass" sticker, $50; Zone 2 plus the sticker, $59; Zone 3 plus the sticker, $68.

THE COVER — This theme poster for the introduction of the AC Transit-San Francisco MUNI joint pass is currently being used to alert transbay riders to the cost and efficiency benefits of making use of the new "Muni Connection". To reach the estimated 3,000 riders who regularly use both transportation systems, the posters are providing a highly visible message where commuters are most likely to spot them: in and on transbay coaches and at the Transbay Transit Terminal. In addition, a 'rider alert' informational insert about the joint pass is appearing in the first issue of AC Transit's new passenger newsletter, 'Lines".

Symbol will tell riders Where services connect

An important new symbol joins the more familiar transit signs presently in use in the Bay Area. The 'Regional Transit Connection' "C" will be, for transit users, a new indicator of the places where inter-system connections are made. It's one of the latest products of an on-going effort by the Regional Transit Association — a cooperative effort organized in early 1977 by AC Transit, BART, Golden Gate Transit, MUNI, SamTrans and Santa Clara County Transit.

The new symbol, and a program of consumer education campaigns explaining the ease of intersystem usage and transfers, were unveiled at an RTA news conference at the Transbay Transit Terminal August 20. The joint AC/MUNI monthly pass was another of the steps toward greater inter-system coordination unveiled at that event.

Use grows of new access devices

New accessibility devices that assist riders on and off AC Transit buses are being used several hundred times a day, according to a report delivered to the District's Directors.

The elevator-like passenger lift and the "kneeler" feature, which lowers the front steps of the bus several inches nearer the curb, are being requested by growing numbers of seniors and handicapped riders, says Research and Planning Manager Donald Larson.

Larson told District directors that a special survey conducted July 15th — five weeks after introduction of the new accessibility features — showed that a total of 423 riders requested the new assistance during that day.

Seventy-one wheelchairs were accommodated and 23 other riders with mobility problems, on walkers, crutches and the like, requested the elevator-type lift; a total of 329 patrons asked for and used the kneeling feature.

According to Larson, the results of the one-day survey are consistent with other information, including reports from drivers, about the use of the new devices to assist those riders with mobility impairments who either couldn't use buses before or could use the service only with difficulty.

"Increased awareness will result in even greater use of this new mobility option," Larson said, "and we're working to get the word to more potential users — particularly the shut-ins."

At present, the District has assigned buses with the accessibility devices to 31 of its 200 bus lines, thereby creating a network of accessible service in the urban East Bay, in Fremont and Newark, and in central and eastern Contra Costa County. A total of 175 vehicles in the 874-bus fleet are equipped with the devices.

Board options Hayward site As possible transportation Facility to ease space needs

An option to purchase some 17 acres in Hayward of the former Mack Trucks, Inc., facility located off West Winton Ave. in the Cabot and Forbes Industrial Park has been taken by AC Transit.

The move by the Board of Directors could result in establishing a bus yard which would house over 250 vehicles and involve an estimated 400 drivers.

Staff members were directed to proceed with appropriate property appraisals and initial environmental assessments.

Acquisition of the site would conform with AC Transit's Master Facility Study and long range plans.

The Hayward site could provide relief from crowded conditions at AC Transit's other four yards located in Newark, East Oakland, Emeryville and Richmond, according to the bus system's General Manager Robert E. Nisbet.

"We are operating at capacity at all of our yards at the present time. This is one way we would be able to ease the situation, improve efficiency and at the same time, make constructive steps toward meeting future demands for service," Nisbet said.

Concord land transfer

AC Transit has proposed transfer of 11 acres in Concord to the Central Contra Costa Transit Authority (CCCTA).

The District will retain about 4.7 acres in the area for current AC Transit operations and possible future efforts in central and eastern Contra Costa County and in eastern Alameda County.

The United States Department of Labor and the Urban Mass Transportation Administration (UMTA) have notifed AC Transit that the transfer of the land will not affect current or future District grants.

The property is situated at the junction of Highway 4 and Port Chicago Highway.

Kurz takes top honors In skills competition Of AC Transit Roadeo

Intensity was matched with high spirits as AC Transit drivers participated in the 1981 Bus Roadeo at Golden Gate Fields in Albany, July 18.

When all the scorecards were in top honors went to *Harry I. Kurz,* of Newark Division. He received a $250 savings bond and a personal trophy, as well as winning the honor of representing AC Transit at the American Public Transit Association Bus Roadeo in Chicago, Ill., Oct. 7.

Second Place, a personal trophy and a $200 savings bond went to *William G. Gamlen,* Newark Division.

Third Place was taken by *Edward E. Cooper,* Richmond Division, who received a $150 savings bond and personal trophy.

All three drivers will be competing in the Regional Transit Association Roadeo Sept. 27, in Daly City.

Miller reaches safe-driving mark

EARNED APPLAUSE — Al D. Miller became AC Transit's thirty-eighth recipient of the 25-Year Safe Driving Award at a celebration held August 6 at Seminary Division. An operator since 1953, when he joined Emeryville Division, Miller received his first safety award a year later. A Boy Scout volunteer in the Oakland area for many years, Miller also enjoys bowling, fishing, hunting, tennis and travel. Some of Al and Iris Miller's four children and six grandchildren are shown with them here.

Rider "Lines" published

"Lines" — a quarterly newsletter for passengers — is making its debut this summer.

Distributed via newly-installed information racks right on the buses, the leaflet-format "Lines" will provide passengers with information on all matters affecting day-to-day bus use. Distinctively colored and labeled inserts will be added, as necessary, to alert riders of late-breaking changes in service or schedules on specific lines.

The new passenger publication features a self-mailer for use as a direct "line of communication" with AC Transit.

Purchasing pro

Krajcar looks toward leisure life

He laughingly says of his family name, "It has been misspelled and mispronounced in every conceivable way."

For *John Krajcar* (pronounced KRITE-sur), a sense of humor about name-mangling has helped him cope during his more than three-and-a-half decades in the purchases and stores field.

For better than 35 years, the six-foot-four Krajcar has been dealing with everything from paper clips to piston engines for AC Transit and its predecessor, Key System.

And throughout that time he has operated on a simple motto: "Get the job done the right way, the first time."

Reflecting back over his tenure, which began Feb. 11, 1946, when he left the U.S. Army as a supply sergeant and joined Key System as a stationery supply clerk, he sees "increasing complexity as the single biggest change."

Krajcar points out that today there are complicated regulations and rules imposed by local, state and federal laws which require increasing amounts of time and effort on the part of all employees of public agencies.

"The regulations are so cumbersome," he says. "Federal and state intervention have made all our jobs much more complicated." But Krajcar is quick to point out he is not making value judgments about those regulations. "I am not saying they are bad. Just that they take more effort."

Along with the changing rules for purchasing and personnel has come a more complicated storage and maintenance problem. "In the final stages of National City Lines (Key System) we had one engine and two types of transmissions. There were no radios, passenger lifts, air conditioning systems, electronic fareboxes or electronic destination signs. Today we have six different manufacturers of buses alone and a whole variety of equipment."

John A. Krajcar

Prices have definitely changed, too, Krajcar says. Buses at the time AC Transit took over from Key System "were at the $20,000 level. Today, the going price is between $160,000 and $165,000 each."

Krajcar wishes it were possible to return to the cost of fuel when he began his public transit career in the East Bay — eight cents per gallon for diesel. Recent fuel costs show 95 cents per gallon.

The son of Austrian immigrants, Krajcar moved with his family to Richmond when he was four years old.

"I plan to stay right there in that house in Castro Valley until they carry me out, or until I can't take care of it any more," he says with a grin.

In the meantime, he and wife Caroline intend to do some traveling — starting out with a 7,000-mile trip around the United States. He also plans to get in some fishing and a few rounds of golf.

Transportation veteran

Lyle closes varied 28-year career

With both the challenges and inevitable stresses of a busy and varied 28-year career behind him, *Billy S. Lyle,* former personnel manager, now has the pattern of his retirement life established. After exploratory trips to such possible retirement havens as Arizona and Nevada, Lyle chose Pismo Beach as home base. Thus, he's either in-residence there in his motor home or has packed up and taken to the road for pleasure trips to any of a variety of favorite locations.

Besides enjoying the opportunity to indulge his inclination for travel, Lyle has taken up painting; and his Pismo Beach setting affords the challenge and pleasures of capturing sea and seaside vistas in the difficult medium of oils. He admits, though, that he hasn't gotten around to a couple of pastimes that he equipped himself for in retirement. For instance, he hasn't actually used the $200 in fishing equipment he bought, nor the treasure detector.

Lyle's transportation career, marked by a through-the-ranks rise from bus driver to management, began in 1953 when he joined AC Transit's predecessor organization, Key System. In 1974, after serving as a transportation supervisor, he was appointed assistant transportation superintendent to oversee the one-year experimental Dial-A-Ride project in Richmond.

Though, as Lyle says, "We accomplished what we said we could do" — providing door-to-door bus service for Richmond residents — the project had to be cancelled because of high per-passenger costs. But not before Lyle and his group had heard their efforts praised by then General Manager Alan L. Bingham: "You have done your job and contributed greatly to an important experiment. I am very proud of your efforts and accomplishments. . ."

He subsequently became assistant superintendent, Seminary Division, then moved into personnel positions, assuming full responsibility for the personnel function in late 1978.

During his long tenure in transportation, Lyle was a resident of Alameda, having made the decision to settle in the Bay Area before World War II, during which he served four years in the Navy. His seagoing days ended when he was wounded in the sinking of the destroyer on which he was serving during the invasion of Leyte. Today his involvement with ships is considerably more peaceful — he builds ship models as a creative alternative to painting.

Looking rested and hearty, Lyle appears to be thriving in the newly-established patterns of leisure life. The option of being on-the-road or home-at-the-beach seems to agree with him.

Billy S. Lyle

AC Transit Operator Homer Riley Lends aid in Berkeley fire rescue

The Berkeley Fire Department marks it "Incident No. 3137."

A crisp description outlines the event: House fire. 1232 Dwight Way. 13:13 hours (1:13 p.m.). Injuries. Probable cause: smoking in bed.

For AC Transit Bus Driver Homer Riley, however, that early June afternoon was something more than cold facts.

"I was coming down Dwight Way on the 65 Line when I saw smoke billowing out the front door of this house," Riley says.

After pulling his bus to the side of the street and notifying Central Dispatch, Riley approached a group of bystanders on the front lawn and was astonished to find out there were people still inside the burning building.

"There were several people standing around outside watching and I thought to myself, 'Here I am, and nobody's doing anything.' "

Riley dashed up the steps and into the house, pushing his way through the acrid aroma of the smoke swirling around him. Inside he discovered an elderly woman whose physical problems required her to use a walker.

RESCUE SUCCESSFUL — Driver Homer Riley is unperturbed following his assistance in rescuing residents from a burning Berkeley home. "It looked like they needed it, so I just did it," Riley says of his heroic efforts. The Emeryville Division driver was operating a bus on Line 65-Ashby Ave.-Dwight Way when the incident occurred. Riley is a 20-year transit veteran.

Second rescue

After pulling the first woman from the house, Riley returned to help lead a second woman to safety. He then ran to the house next door and picked up a garden hose to try and control the flames.

Berkeley police officers arrived on the scene as Riley discovered an additional horrifying fact: another person was still in the burning building.

"Someone said there was another guy in the back room," Riley says. "I told a police officer and we went in the back and got him."

Riley is reluctant to claim his heroics were anything extraordinary. "I don't think it was all that much," he says. "I didn't do it for any purpose other than to help the people. It looked like they needed it, so I just did it."

Riley, who has been with AC Transit since Aug. 26, 1960, says any initial fear he had was overcome by his concern for those inside the building. "When I got to the steps I was scared, but I thought about my own wife and kid. They could have been in there."

Newark tops safety tally

June's safe-driving figures showed Newark Division drivers in the top spot, with an average of 22,127 miles per chargeable accident. However, all divisions met the basic goal of 13,250 miles of driving per mishap: Emeryville, averaging 17,140 miles; Seminary, 15,598 miles; and Richmond, 14,852 miles.

RACKING THEM UP — AC Transit maintenance worker Kevin Frye installs one of the first new information holders to be put on District buses. The racks will provide route maps, schedules and a new rider newsletter, "Lines," for interested patrons.

LAST STICK SHIFT — Operator Chris Radkey was at the wheel July 10 for the last transbay run of Bus 178 prior to its retirement from active service. The trip marked the end of AC Transit's use of coaches with manual type transmissions.

Shuttle run Info signs Get new look

RIDER READER — In early August AC Transit maintenance workers installed 50 new informational "Guide-A-Ride" signs on Oakland Downtown Shuttle bus poles.

Commute-hour users of the Oakland Downtown Shuttle got improved service starting August 3.

Peak hour buses increased their frequency to 20-minute intervals Monday through Friday. Previous peak hour service was half-hourly.

Between 10 a.m. and 5 p.m., buses continue to operate as previously at 10-minute frequencies.

For convenience of shuttle users, detailed route and schedule information has been placed on bus stop poles in a new marketing effort to provide "how-to-ride" information.

The colorful information panels are being tried with experimental holders to determine customer response, durability, and effectiveness of communication of information.

The special shuttle service in Oakland was launched Nov. 24, 1980, and currently carries more than 1,000 persons each weekday.

Rider, operator safety Is aim of experimental New bus security "eye"

EXPERIMENTAL EYE—Computer Technician William N. "Bill" Scoggins inspects new surveillance equipment which was installed on an AC Transit bus in late July. The prototype camera differs from other AC Transit surveillance cameras in its use of television tape, instead of motion picture film. The District is testing the device, which is manufactured by Photo-Scan Management Systems, Inc.

Death claims long-time AC Transit employee and two retirees

Deaths of two retirees and a long-time employee have occurred this summer.

Kenneth T. Shinpaugh, 74, whose 28 years of service as a driver concluded with retirement in 1974, died July 4 in Hayward. He had joined AC Transit's predecessor organization in 1945, and was an Emeryville Division driver at the close of his career.

A resident of San Jose, Shinpaugh is survived by his widow, Virginia, and a daughter, Jeanie Mariscal.

James S. Rice, 59, whose disability retirement occurred in 1979 after he had completed 15 years as a driver, died July 17 in Hayward. His last period as a driver was at Newark Division.

Rice's survivors include his widow, Alice; two stepchildren, Patricia Quinley and Evelyn Grace; parents, Bertha and James; and a brother, Joseph, an AC Transit employee at Seminary Division.

In retirement, Rice was living in Clearlake Highlands.

Theresa Naomi Konrad, who was assigned to the Transbay Terminal Ticket Office as chief ticket seller, died June 23 at her home in Oakland. Her service to transit spanned 28 years, dating from 1953.

She is survived by a daughter, Yvonne Callaway.

Victuals, values get attention during picnic

'VALUES' TALK — The setting: a picnic, hosted by the District and Oakland's ad hoc Community Values Campaign. Serving guests were (above, left to right) Robert J. Shamoon, assistant general manager for operations; John Ream, Oakland deputy chief of police; and Howard Jeffries, assistant superintendent. The day's major activity: talking 'turkey' with Oakland youth group leaders who influence the city's young. The topic: an appeal to help reduce vandalism and antisocial behavior in the buses. And the final result: persuasive pledges by many of these young people to join the effort to improve conditions in their city — and on their transit system.

Board Actions

(Continued from back cover)

- Authorized General Manager to advertise and solicit bids for purchase of 915 automatic transfer ticket issuing machines, subject to UMTA approval, on motion of Director Fajans.
- Adopted resolutions authorizing filing for Department of Transportation operating assistance grants, on motions of Director Bettencourt.

* * *

At an adjourned regular meeting July 22, the Board of Directors:

- Adopted resolution authorizing filing of allocation with Metropolitan Transportation Commission for state transit assistance funds for land acquisition in connection with relocation and redevelopment of Newark Division, on motion of Director Fajans.
- Adopted resolution establishing appropriations limit for District tax proceeds for Fiscal Year 1981-82, on motion of Director Rinehart.

Actions of the Board

At a regular meeting June 10, the Board of Directors:

- Authorized travel of General Manager to attend APTA GM's Seminar in Denver July 27-29; authorized General Manager to participate with Regional Transit Association in joint procurement of brake drums, on motion of Director Bettencourt.
- Referred bid for furnishing copy machine to management for evaluation, on motion of Director Rinehart.
- Awarded contract to repair and service underground diesel fuel tanks to D.I. Chadbourne, subject to compliance with specifications, on motion of Director Rinehart.

Approved a series of service adjustments for inauguration June 7, on motion of Director Fajans.

- Adopted resolutions specifying policies and procedures in regard to criminal histories of individuals as they relate to the personnel recruitment/selection/records keeping process, on motion of Director Bettencourt.

* * *

At a regular meeting July 8, the Board of Directors:

- Authorized travel of two representatives to APTA Workshop on Human Resources, held July 29-30 in Denver; awarded contract to IBM for furnishing one copy machine; authorized General Manager to advertise and seek bids for purchase of maintenance tools and equipment, on motion of Director Fajans.
- Authorized General Manager to sign agreement transferring specified property on Highway 4 to Central Contra Costa Transit Authority, on motion of Director Berk (see story, pg. 4).
- Authorized General Manager to enter into option agreement for purchase of as much as 17 acres of property in Hayward, subject to all required environmental and appraisal reports, plus relevant permits, on motion of Director Berk (see story, pg. 4).
- Approved a series of minor adjustments, on motion of Director Fajans.
- Authorized purchase of 60 Advanced Design and at least 12 New Look coaches, on motion of Director Fajans.

(Continued on page 11)

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Transit-Times

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Our 'Stockholders' Write

We, at Disabled Student Services CSUH, would like to extend our appreciation and commendation to you for your efforts to make the AC Transit accessible. During the first week that the wheelchair lift buses were operating, three new disabled students came to Cal State Hayward. Since that time, several other new and potential students have used the accessible buses to come here. It is tremendously encouraging to us when individuals are provided with the opportunity to become more independent and attain goals which often have been inaccessible to them.

Transportation is a major obstacle to a productive and enriched life for many disabled individuals. Through the accessible AC Transit, you have provided an important contribution to many individuals throughout the East Bay community. Again, our thanks and appreciation.

Paul M. Preston, Director
Disabled Student Services
California State University
Hayward

* * *

I want to express my thanks for one of your drivers.

I have been taking AC Transit — many times, in fact — over a three-year period, but this person on Line 38 at 5:25 every evening at 16th & Broadway is one of the most courteous and pleasant persons. Everyone on the bus who is her regular rider, like myself, notices it.

Her name is *Renee Rich.*

Gloria Hanson
San Leandro

This letter is being written to show my appreciation for the very efficient bus driver (*L. D. Morrow*) that was on the 72C recently. He picked me up at 45th & Potrero Ave., Richmond, around 6:15 a.m. enroute to Oakland. (I've had the pleasure to ride with this driver on several occasions).

I've been a passenger on the 72C bus for years and this driver is the best! He's considerate of all passengers. He has a smile, a good morning, a pleasant thank you and goodbye for each passenger. He aids the handicapped, women with children, calls out all the stops and waits for you if he sees you coming toward the bus stop. If I had a contest, he'd be elected "Driver of the Year".

Anita Johnson
Richmond

* * *

I ride the Foothill Boulevard buses. Most of the time they stink from people smoking both tobacco and marijuana; sometimes there are two or three radios going, and they make a lot of noise.

Recently I have had occasion to be on a bus when the driver took charge — to stop the smoking and the music — and it makes for a more pleasant ride. One is named *Don Frierson* and the other is *Paul DeLoache.*

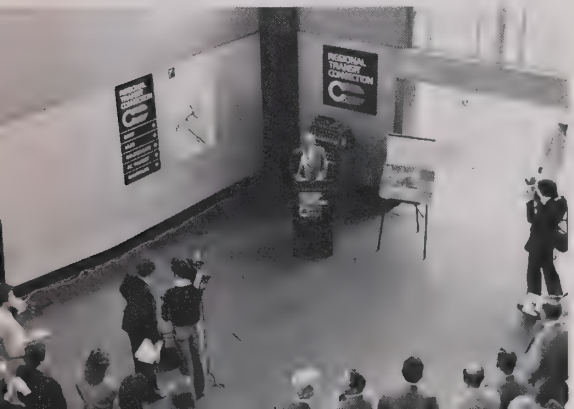
These men deserve a little pat on the back.

C. B. Carpenter
Oakland

(Ed. Note: Enforcing the rules regarding radios and smoking, without jeopardizing their own or their riders' security, is a continuing challenge to our drivers.)

Event notes inter-system network

SIGNS OF NEW TIMES — A joint AC Transit/ San Francisco MUNI pass (Directors Roy Nakadegawa, William Berk and Michael Fajans, above, display model) led off a series of intersystem efforts unveiled at the Transbay Transit Terminal last month. New 'Regional Transit Connection' signs and maps served to illustrate the new system of regional rider information tools explained to news media by Regional Transit Association chairman James Graebner (at podium, bottom left). Participating systems are AC Transit, BART, CALTRANS, Golden Gate Transit, S.F. MUNI Railway, SamTrans and Santa Clara County Transit. On hand to applaud the RTA program was (below, right) William Royer, regional representative of the U.S. Secretary of Transportation.



Figures show status of Pass sales

A total of 1,050 riders who regularly use both AC Transit and San Francisco MUNI service purchased new joint passes entitling them to a month's "show and go" service on the two systems.

The East Bay/West Bay pass, which went on sale at the Transbay Terminal Ticket office August 24, grew out of continuing efforts by the six major Bay Area transit organizations to improve inter-system service coordination. These cooperative efforts are carried out through the Regional Transit Association, comprised of AC, MUNI, BART, Golden Gate, SamTrans, and Santa Clara County Transit.

First-month sales of the joint pass represented more than 1/3 of the available market as identified in an earlier survey which indicated that approximately 3,000 passengers regularly transfer from one system to the other at the Transbay Terminal.

Studies continue among RTA participants toward the goal of a three-system pass: AC/MUNI/BART.

Meantime, figures for AC Transit's monthly passes show that this year's "summer doldrums" period — July-August, when schools are out and many regular bus users take vacation-breaks — registered an increase in total local and transbay pass sales over the same time period last year.

A total of 19,931 Local and Transbay Passes were sold during July-August this year as compared to 17,258 Passes sold during the same two-month period last year.

The breakdown of Pass sales shows that 11,620 Local Passes and 8,311 Transbay Passes were purchased by AC Transit patrons in the July-August period just past. Last year's equivalent period registered Local Pass sales of 9,269 and Transbay Pass sales of 7,989.

Passengers who purchase an October AC/MUNI joint pass will be asked to complete a ridership survey form which, when finished and returned via a postage-paid mailer, will garner the participant a coupon good for a dollar discount on the price of a November joint pass.

Sponsored by the two bus systems and Metropolitan Transportation Commission, the survey seeks information on bus usage patterns, previous use of passes, preferred method of payment and most convenient place of purchase, plus basic demographic data. Purpose of the poll is to determine how well the new two-system pass meets passenger needs.

System files applications For financial aid grants To support present service

AC Transit is applying for $12.3 million in Federal operating assistance to support existing bus service throughout the East Bay and in Eastern Contra Costa county.

In compliance with federal requirements, the Board of Directors held a public hearing prior to filing the grant applications. The August 26 hearing provided opportunity for citizens to address Directors on the funding request.

Of the two grant applications to the Urban Mass Transportation Administration (UMTA), one calls for $11,917,713 in federal help for bus operations in the urban East Bay. The second requests $380,112 for assistance in providing service to residents of the Antioch/Pittsburg urban area.

Meanwhile, UMTA recently notified the District of approval of an earlier application for a capital grant to provide 80% of the funds necessary for purchase of 131 buses and related equipment.

Total UMTA commitment for this capital acquisition is $16,900,332, covering part of the cost of about 91 forty-foot coaches and some 40 thirty-five-foot coaches. Support equipment in the purchase package includes wheelchair access equipment, electronic fareboxes, radios, and necessary service/support vehicles.

FOCUS: Transit People and Projects

TRANSIT AID — AC Transit's Ben Martin, left, and Stan Nusom install new sign at BART/Concord to assist bus riders in boarding. The sign, installed September 16, is in bright green/orange to attract riders' attention to loading zones.

THE COVER — Though the phrase "the big picture" may be somewhat sullied by over-use, it seems to sum up the essence of this photograph. What comes to mind also in connection with this scene is the realization that throwaway moments of beauty often flicker and then fade away even in the day-to-day prosaic business of getting to and from work, school, shopping, and errands. As a highly visible entity within the Bay Area scene, AC Transit buses operate each day against backdrops like this one or within such equally representative settings as our teeming freeways, quiet neighborhoods, and crowded urban streets.

Curry takes volunteer post

Mike Curry, AC Transit's public information specialist, has been elected to the Alameda County Board of Directors of the American Cancer Society. He was installed at the organization's annual awards dinner in Oakland September 17.

Curry previously served on the Board of Directors in 1974-75 and has been on the Cancer Society's Public Information Committee since 1973. A former reporter and secondary school teacher/coach, he joined AC Transit's Public Information Department in 1972 as news writer. He assumed his current position within the re-designated Marketing Department in 1979.

Retiree's 34-year job began in 1910

May Souza's manner still bears more than a trace of the well organized, meticulous professional office worker even though she's into her nineties and has been retired since 1944. She is, in fact, the longest-term retiree on AC Transit's current rolls, which include all those, like May, whose service was with predecessor organizations.

May's retirement admidst World War II — she had begun work in 1910 with an Oakland company which operated streetcars — ended her 34-year career as a skilled secretary.

Her business background shines through, though, in the set of careful notes which she has compiled in advance as reference in answering questions about her working years. Hints of it lie within her description of her current schedule: orderly and balanced, with time allotted for pursuits like TV viewing and reading (her current selection is a large-type edition of a Daphne duMaurier novel, but she likes travel books too) and other time devoted to socializing at meals and events within and outside the Oakland retirement complex where she has lived since 1965.

Still a volunteer

But an offhand reference offers an even stronger clue that the sturdy constitution and sense of service that fueled her working years — a 34-year tenure in which, she asserts, she was never absent from work because of illness — continues to bless her nonagenarian decade. She is still, she mentions, a community volunteer, whom the Lung Association of Alameda County noted a couple of years ago for stuffing a total of 33,000 Christmas seals into mailing envelopes for the annual fund drive! Other community work over the years has aided organizations like the Red Cross and the Easter Seal Society.

Back in 1910, fresh out of Heald's Business College after having mastered skills including three separate methods of shorthand, May was lured away from her original goal of court reporting by an opportunity to work as a stenographer for Oakland Traction Company (later San Francisco-Oakland Terminal Railways.). The offices were at Grove and 22nd Street. The era was one of the most colorful in the history of East Bay Transportation — that of Frances Marion "Borax" Smith, whose dream of a consolidated transportation system to fuel an East Bay development boom died in 1913 amidst organizational collapse and bankruptcy.

The work ethic

But May was too busy working a six-day week and moving up the ladder within the office worker ranks — she was secretary to the controller at the time of her 1944 retirement — to be much aware that she was living through a significant era in area transportation. Besides working, after all, she managed a large home which fronted on Lake Merritt. This left her with little leisure time, except for occasional Sunday matinees of stock company productions at Oakland's old Liberty Theater on Broadway near 14th.

She's quick to mention that her late husband's working years were spent in an allied area of service. John Souza was licensed to operate Southern Pacific ferries. These colorful craft carried transbay travelers long before (and for a period after) the 1936 opening of the Bay Bridge offered, first, the option of crossing by car, then, later, by train.

(Continued on page 7)

The retirement round-up

Employees with 30 or more years of service who have chosen to retire in recent months include:

- **John Donohue,** Driver, Emeryville Division, 34 years.
- **Alfred Weir,** Driver, Emeryville Division, 35 years.
- **Manuel Garcez,** Driver, Seminary Division, 37 years.
- **Ralph Inklebarger,** Driver, Seminary Division, 35 years.
- **David Overton,** Driver, Emeryville Division, 34 years.
- **Robert Copes,** Driver, Seminary Division, 34 years.
- **Michael Rallis,** Driver, Seminary Division, 37 years.
- **Margaret Bellinger,** Driver, Emeryville Division, 30 years.

Entering the ranks of retirees after completing from 25 to 29 years of service to public transportation were the following:

- **Prince James,** Driver, Seminary Division, 27 years.
- **Virginia Garcez,** Senior Clerk, Seminary Division, 29 years.
- **Billy McCaslin,** Driver, Newark Division, 29 years.
- **R. W. Umble,** Central Dispatcher, 29 years.
- **Hubert Robertson,** Driver, Seminary Division, 26 years.

Still likes lake view

(Continued from page 6)

The lake that she used to view from her front porch is still visible to May today from her third-floor retirement apartment. But today as she looks out she notes the hordes of shorts-clad joggers — a much different sight than the well-dressed, unhurried strollers of the 20's.

Far from living in the past, however, May obviously finds rewards in her present life. And the Lung Association is enlisting her aid again in this year's fund-raising effort!

In addition, the following AC Transit employees closed out their transit careers with periods of service ranging from 10 to 24 years:

- **Jesse McGowan,** Driver, Richmond Division, 24 years.
- **Robert Carpenter,** Driver, Newark Division, 19 years.
- **Antonio Toste,** Driver, Seminary Division, 20 years.
- **Donald Wilson,** Driver, Emeryville Division, 13 years.
- **Nicholas Bara,** Driver, Emeryville Division, 17 years.
- **Charlie Thomas,** Driver, Emeryville Division, 10 years.
- **Kenneth Miller,** Driver, Richmond Division, 18 years.
- **Johnnie Thompson,** Driver, Newark Division, 18 years.
- **Joe Turegano, Sr.,** Driver, Emeryville Division, 19 years.
- **Donald Chipman,** Driver, Newark Division, 15 years.
- **Harlan Grap,** Driver, Newark Division, 24 years.
- **Robert Freeman,** Driver, Emeryville Division, 18 years.
- **Richard Jerome,** Leadman, Newark Division, 20 years.
- **James Tracey,** Transportation Supervisor, 20 years.
- **Oscar Beacham,** Driver, Emeryville Division, 21 years.
- **Albert Brand,** Driver, Seminary Division, 21 years.
- **Julius Watson,** PBX Information, 14 years.
- **Russell Lyall, Driver,** Emeryville Division, 11 years.
- **Guy Foster,** Driver, Emeryville Division, 21 years.
- **Milton Stubbs,** Driver, Newark Division, 19 years.
- **James Lake,** Driver, Newark Division, 11 years.
- **Charles South,** Driver, Seminary Division, 20 years.

(more next issue)

Transit connections

Inter-system patronage encouraged

Promoting non-peak-hour transit use is the aim of a public information campaign launched this month by AC Transit and the five other member organizations of the Regional Transit Association. Main features of the ridership promotional effort — primarily paid for through state and federal funding assistance — are a newspaper/radio ad campaign and a "Mystery Rider" contest for transit employees who deal on a day-to-day basis with current and potential passengers.

"Make the connection" is the theme of the ad campaign aimed at showing potential riders the economy and convenience of taking transit to popular theme parks, sports events, museums, and other attractions. It marks the first time that the Bay Area's major public transit systems — AC, S.F. MUNI, BART, Golden Gate Transit, SamTrans, and Santa Clara County Transit — have used a single graphic symbol (a "C" with the words "Regional Transit Connection") to publicize connection points between the individual systems.

Among the helpful informational pieces being distributed in the campaign is a colorful, easy-to-read map showing key transit lines and inter-system connection points. AC Transit employees and their counterparts at other RTA organizations are being encouraged to use this map and other materials to increase their familiarity with these connection points with an eye toward answering passenger queries and also to winning in the "Mystery Rider" contest. This consists of a team of anonymous questioners asking transit workers at random a simple question about making a basic inter-system transfer. A correct answer produces an instant prize winner.

Total effort is aimed at informing potential passengers that riding transit at off-peak — non-commute — times is a fast, inexpensive alternative to intercity car trips and a worry-free way to reach the popular fun and recreational attractions throughout the Bay Area.

NEW BUS SHOWN — Gillig Corporation of Hayward displayed a new shorter-length bus September 21 at Emeryville Division. The shorter model, which seats 32 passengers, measures 30 feet, 9 inches as compared to the more conventional 40-foot coaches commonly seen on the streets. It is the third shorter-length coach produced by Gillig.

Kurz, Gamlen and Cooper Vie again in RTA Roadeo

AC Transit's top three drivers, chosen during July's Bus Roadeo in Albany, competed for additional trophies and honors at a second-round Regional Transit Association event September 27 in Daly City.

AC Transit's contenders — *Harry Kurz* and *William Gamlen,* both of Newark Division; and *Edward Cooper,* Richmond Division, who placed first, second, and third, respectively, in the summer Roadeo — were scheduled to take the field this session against drivers from four other Bay Area transit organizations and one Sacramento system. An added event was a skills contest among training instructors. AC Transit's entries in this category were *Carl Kissinger* and *Cletus Benson.*

Kurz is scheduled to compete in the national Roadeo, sponsored by American Public Transit Association, October 7 in Chicago.

Youth employment project Allies System, community

JOBS PLAN — Robert J. Shamoon (upper right photo), assistant general manager for operations, reviews proposal to employ previously jobless young people with Tony Dryver, left, and Vernon Lewis, members of an Oakland youth group. The program grew out of Oakland's Community Values project. Craig Burns and A.C. Owens (left and right in above photo) are two of the ten who have so far been hired. They are assigned to Newark Division; and, according to Wayne West, maintenance superintendent, "are doing an excellent job".

Fans get UC Stadium bus service

Special AC Transit bus service is carrying fans to California Golden Bears home football games this season.

Extra Service will be operated on Lines 51/58-Alameda-Oakland-Berkeley and Line 40-San Leandro-Oakland-Berkeley.

Special shuttle buses will operate between Third and University and Bancroft and Piedmont for passengers using Line F-San Francisco.

Fans arriving at BART/Berkeley or BART/Rockridge transfer to buses going directly to the stadium.

Transportation retirees die — Guiles, Oates and Perdue

Deaths of three retirees have been reported in recent weeks.

Otha Guiles, 62, who retired in 1978 after 22 years of service as a PBX information clerk, died on September 1 in Oakland. At her retirement a comic trophy — decorated with the type of headset in use when she began work at Emeryville Division in 1956—was given her by fellow workers, marking her tenure in answering the public's questions about transit schedules and connections. During these years, she said at the time, she developed a particular "understanding of children and the very elderly".

She is survived by her husband, Chester.

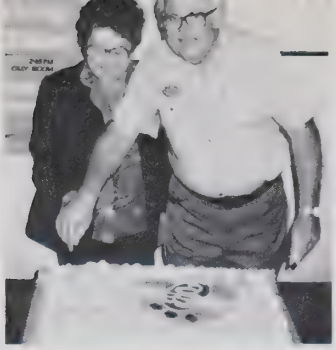
James B. Oates, 82, who retired as a driver at Seminary Division in 1964, died August 26 in Fresno. His 41 years of service to public transportation dated from 1923 when he began work as a streetcar operator. He began driving buses in 1929.

Survivors include his widow, Ann; a daughter, Patricia Carpenter; and a grandson, James R. Carpenter.

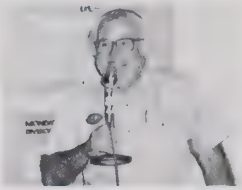
James O. Perdue, 78, a retiree whose 20 years of service as a driver was highlighted by his receipt, in 1965, of the District's "Golden Wheel" award for distinguished service, died July 28 in Oakland. He had been at Seminary Division at the time of retirement in late 1965, having begun his transit career as a rail operator in 1945. He began driving buses in 1948 and spent 15 years on the 23rd Avenue Line.

He was also a minister.

Perdue is survived by a son, James E. Perdue.



Elliott achieves 30-year safety record



Worth E. Elliott

THREE DECADE MARK — Worth E. "Bill" Elliott received accolades for his 30 years of safe driving at special ceremonies August 31 at Seminary Division. Elliott says the necessary ingredients for achieving the distinguished record are "being on the defensive all the time, but not overly-anticipating the other guy." Elliott is the fifth AC Transit driver to receive the 30-Year Safe Driving Award. Wife Barbara was on hand to help with the cake-cutting.

NY requests E/H access data

In an August 13 letter to AC Transit, Ruth W. Messinger, a New York City Council Member and Chairperson of the Council's subcommittee for transportation for disabled persons, offered congratulations and praise for "the efforts AC Transit has made to make mass transit accessible to physically handicapped people".

She requested data on ridership and copies of the accessibility program's theme poster — 'Some people have been waiting for the bus all their lives' — for the purpose of showing "members of New York City's Transit Authority some of the efforts being made by other transit authorities".

She concluded by saying, "AC Transit is making great strides in helping meet the needs of disabled persons, and I am hopeful that I can learn from your efforts."

Carmen Lagomarsino

Purchasing Appointment

Carmen Lagomarsino, who joined the Personnel Department in late 1979, is now carrying out duties as purchasing analyst — the position in Purchases and Stores Department which she assumed earlier this year. Her experience in purchasing management was gained during a previous seven-year tenure with the Pacific Stock Exchange.

She is a resident of Foster City.

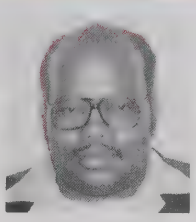
40-year milestone

ANNIVERSARY PLUS — William J. "Bill" Santos gets ready to cut the congratulatory cake given to mark his 40 years in the Maintenance Department. Now tops on the department's seniority list, Santos began work on Aug. 19, 1941, and is currently classified as "AA Body Mechanic". About 20 fellow workers joined together to extend best wishes at the surprise celebration at Seminary Division.

New Employees

AC Transit welcomes these new workers

Leo Alderson, Jr.
Transportation
Emeryville

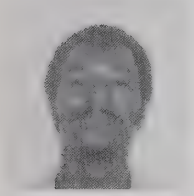


Willard Barksdale
Transportation
Seminary

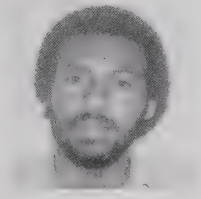
Hazel Breland
Transportation
Emeryville

Ronald Green
Transportation
Seminary

Clarence Jenkins III
Transportation
Seminary



John Lee Mays
Transportation
Seminary



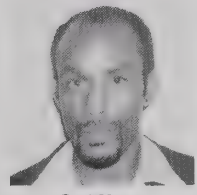
Matthew McClendon
Transportation
Seminary

Oulda McCray
Transportation
Seminary

Henry McElvaine, Jr.
Transportation
Seminary

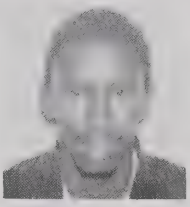
Olga Montoya
Transportation
Seminary

Nelson Moon
Transportation
Seminary



Carl Moore
Transportation
Seminary

Joseph Morales
Transportation
Seminary



Clinton Murray
Transportation
Seminary

Edward Omondi
Transportation
Seminary

Esther Parker
Transportation
Seminary

Audrey Pinkney
Transportation
Seminary

Frederick Shavies
Transportation
Seminary

Houston Vallier
Transportation
Seminary

Sue Ellen Williams
Transportation
Seminary

Actions of the Board

At a regular meeting August 12, the Board of Directors:

- Awarded contract to Pacific Bus Rebuilders, Inc., for modifying and equipping 36 buses with wheelchair lifts and wheelchair restraint devices, subject to compliance with specifications and relevant approval, on motion of Director Rinehart.
- Adopted resolution authorizing filing of claim with MTC for allocation of half-cent sales tax revenue for Fiscal 1981-82, on motion of Director Bettencourt.
- Approved service adjustment on Lines 7 and 8 and minor re-routes on Lines 12 and Q, on motion of Director Fajans.
- Authorized sale of 65 older buses via sealed bid, with minimums specified, on motion of Director Fajans.
- Authorized General Manager to proceed with acquisition of Vapor Lifts for Neoplan and Flyer buses, on motion of Director Fajans.

* * *

At an adjourned regular meeting August 26, the Board of Directors:

- Awarded contract to Vapor Corporation for furnishing 915 automatic fare transfer issuing machines and related items, subject to compliance with specifications and to UMTA approval, on motion of Director Rinehart.

Transit-Times

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St., Oakland, California 94612
Telephone (415) 891-4777

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Safety scores show divisions meet set goal

Full-time drivers at all divisions met the safe-driving goal in July and August, with Newark Division recording the top average in both months — 37,926 miles per chargeable accident in July and 31,948 miles in August.

Emeryville's top tally for that period was 17,799 miles per mishap in July. Richmond's superior showing for July-August was 17,112 miles per accident in August; Seminary's top performance was its 16,208 miles average in August.

The monthly safety bogey is 13,250 miles per chargeable driving incident.

During this two-month summer period, operators as a whole drove 5,392,392 miles in serving bus patrons throughout the urban and suburban East Bay.

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Charters, tokens made news 20 years ago

Our 'Stockholders' Write

I'd like to thank Ms. *(Carol) Weinstein* for her help in arranging a demonstration of AC Transit's new lift-equipped buses. The driver, Mr. *E.A. White,* was especially helpful and courteous in demonstrating the lift features. We will include an article on this remarkable bus in the City's next newsletter which is circulated to each household in the City.

Dan Arellano
Traffic Engineer
City of San Leandro

* * *

I wish to inform you that I feel that your bus driver on the number 12 route, *Mr. Bill Damato,* deserves a commendation for being one of the few bus drivers who, no matter how nasty or what hard times people give him, always has a friendly disposition. He is always friendly, polite and courteous to one and all.

I've been riding the bus in Oakland a great many years. I strongly feel Mr. Damato should have his picture hung as driver of the year or some other commendation should be awarded to him.

Leona Ritterband
Oakland

* * *

I have just taken early retirement after commuting via AC for 30 years from Berkeley to San Francisco. The service was excellent, and I was never in an accident and only one or two breakdowns.

I want to especially commend driver *T. H. Benjamins.* He is the best driver I have ridden with — always on time and no frantic lane changes. After 30 years I feel that I am an expert judge of drivers.

A. B. Herrick
Santa Rosa

I just received Volume 24, No. 1-2, July-August issue of Transit-Times and I was truly impressed with the cover.

I have consistently been impressed with the publication; however, August's exceptional performance is certainly worthy of a commendation, so to you and Transit-Times, "A tip of the hat", and continued success.

James R. Maloney, Executive Director
Port Authority of Allegheny County
Pittsburgh, Pennsylvania

* * *

A special commendation to the driver of the F bus this morning (*L. D. Bivens*). He was the most courteous and helpful driver I have encountered for a long time, but most AC drivers are very good in those respects — better by far than SF drivers!

Mrs. L. T. Campbell
La Conner, Washington

* * *

This letter will inform you of excellent job performance by one of your drivers, Mr. *Claude Hawkins,* Division six. Longtime observations by a Livermore/Bay Fair route customer:

Claude is always a defensive driver; his space cushion driving techniques have prevented AC accident involvements. He refused a customer twice his size bus access for lack of full fare; this customer was very aggressive, demanding and belligerent. Claude is always courteous to his customers; firm, but courteous, to his demanding customers.

T. K. Sessions
Methods Manager
Pacific Telephone

INSTITUTE OF GOVERNMENTAL
NOV 20 1981
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Deficit brings belt-tightening

A deficit in the current fiscal year has triggered a series of belt-tightening measures.

The clouded financial outlook stems from planned elimination of federal operating assistance accompanied by shrinking state subsidies, with the same number of public transit organizations competing for pieces of a much smaller funding "pie". Another culprit is inflation-caused increases in costs of doing business.

Various steps are now underway to deal with this situation. An inter-departmental "Task Team" is working to identify lightly-patronized lines as potential candidates for curtailment. Simultaneously, all departments have been directed to seek out cost-saving measures.

Such steps are necessary to match operational and administrative outlay with the dollars available.

Another option under active consideration would have passengers paying a higher portion of the costs of mass transit. But even with an adjustment in fares, which may be necessary in the coming months, the anticipated losses in other operating assistance still must be offset by substantial internal economies.

Since four-fifths of the budget goes to labor costs, savings will be sought through attrition and other carefully planned internal economies. One immediate action will keep all non-essential vacancies unfilled; and all departments and employees are striving to ensure that every dollar of public transit money is wisely expended to achieve maximum effect with minimized dollar resources.

This latest update of the generally gloomy financial outlook for public service organizations is partially an outgrowth of the 1978 passage of Proposition 13 — the Jarvis-Gann Property Tax Initiative.

With the evaporation of the post-Proposition 13 state "bail-out" assistance and the anticipated dry-up of Federal financial assistance, an even more severe dollar crunch may occur in coming years, with obvious implications on fares and the level of service this District may be able to maintain on East Bay streets.

High-tech comes to fare collection

Automated fare collection and transfer issuing systems are in the immediate future for all AC Transit bus riders.

The electronic fare boxes, in test-use on buses operating out of the Richmond Division, now will be ordered for every bus in the fleet.

These fareboxes automatically count coins as they're inserted by the rider, and they display currency and convenience tickets so the driver can verify value.

Additionally, the bus driver can use registers built into the farebox to tally the various kinds of fares — transbay or local, seniors' or youth fare — the riders on that line are paying.

This statistical information is used in planning of service adjustments.

With the cooperation of the manufacturer, a number of modifications to the design have been made which greatly enhance reliability.

The initial installation involved 250 fareboxes plus the necessary support equipment. District Directors authorized the seeking of 667 additional fare boxes at a cost of about $3 million.

In a related move, the Directors authorized solicitation of bids for automatic transfer-issuing machines, prototypes of which have been extensively tested by the District.

It is estimated that the automated system could save the District about $250,000 a year in operating costs — an amount which in about five years would cover the anticipated cost of the system.

New transfer policy, practices proposed

In a move to eliminate complication and confusion from bus transfer usage, AC Transit is proposing a change in policy which will be the subject for discussion at a November 10 Public Hearing scheduled by the Board of Directors (see accompanying box).

The proposed new policy is unchanged from the old in that transfers would still be free and would be issued on request only at the time a fare is paid. But, unlike the present system, which does not permit a "return trip" on a transfer, the new policy would impose no restriction on direction of travel. There would, however, be a one-hour time restriction on usage.

And, in another proposed change, the transfer would be surrendered to the driver of the second bus (allowing two rides only for one paid fare). Riders who regularly use more than two buses per trip would be encouraged to take advantage of one of AC Transit's convenient-to-use Monthly Passes.

Rules regarding reciprocal (inter-system) transfers would remain the same: transfers from other "regional transit connection" operators will be accepted when presented to an AC Transit driver for continuation of trips; conversely, AC Transit transfers will be issued, upon request, for continuation of trips.

To alert riders to the Public Hearing and to the specifics of the proposed new policy, car cards and informational flyers were placed on buses at mid-month.

The public hearing being held by AC Transit to allow passengers and the general public to comment on the proposed new rules governing transfers has been scheduled for Tuesday, November 10, 7:30 p.m. at BART headquarters (above the Lake Merritt station), 800 Madison St., Oakland.

Any written comment on the proposal that's been received has been collected and collated in recent weeks by Research & Planning Department.

THE COVER — These photos were among those which appeared in the October, 1961, edition of Transit-Times — an issue which marked the first anniverary of the start of operations of the new public entity called AC Transit. The top and lower-left photos show elements of a fleet of 199 chartered coaches performing the massive logistical chore of moving some 10,000 riders to and from a huge religious rally at Golden Gate Park (the buses are lined up at left in the aerial photo). The photo at lower right marked the introduction and sale of new bus tokens. One obvious link between that first-anniversary issue and this twenty-first one is the gentleman who appears at far right in this photo. He's William J. Bettencourt, then President of the Board of Directors, who still serves on AC Transit's policy-making body. The two others in the photo were (left) John R. Worthington, then General Manager, and Robert M. Copeland, then Vice President of the Board.

Efforts continue in E/H access program

AC Transit's elderly/handicapped access program has received local, state, national, and even international attention since its introduction in June, according to Research and Planning Department.

Among the forms that this attention has taken are requests for information about various elements of the program from transit properties and transit-related organizations, plus many requests for screenings or purchase of the driver training film "Riding Together", which is already an award winner among industrial films and was recently singled out as a nominee for an award given by the "California Governor's Committee for Employment of the Handicapped". Nominees and award winners selected by this committee previously have included such big-budget commercial productions as "Elephant Man" and "Children of a Lesser God".

The 15-minute film was shown at this month's American Public Transit Association meeting in Chicago. Requests for the film and/or for equipment demonstrations are received from a variety of local organizations too.

In addition, two international film crews — one British Broadcasting Corporation unit and another from a national health agency in Ireland — have traveled to the Bay Area to shoot documentary footage of accessible equipment in use on District buses.

Late September saw AC Transit's participation — via the Regional Transit Association's Accessibility Committee, chaired by the District's E&H consultant, *Carol Weinstein* — in a workshop on wheelchair restraint devices, co-sponsored by CALTRANS.

Training of newly-hired and veteran drivers in both the mechanical operation of the lift and kneeler and in the human relations aspects of serving special-needs passengers continues. This emphasis on getting drivers confident and effective in activating accessible equipment takes on added significance since another delivery of equipped coaches — 12 Flyers and 60 Neoplans — is expected in April, 1982.

Research and Planning reports many examples of positive public response not only to the availability of eased-boarding access but to helpful actions and attitudes on the part of many drivers in serving new special-needs passengers.

The program has by no means been problem-free, however, and in-house priority is now centering on working out the "bugs" — equipment mal-functions, operational errors, some temporary cancellations of accessible runs. Usage figures now stand at approximately 100 lift-boardings per day and 200 requests for kneeler activation.

The retirement round-up

Employees whose service to public transportation ended with retirement in recent months include the following:

- **Laurence H. Abrao,** Driver, Richmond Division, 20 years.
- **Karl Billingsley,** Driver, Seminary Division, 20 years.
- **Leslie L. Gooch,** Driver, Richmond Division, 21 years.
- **Gerald T. Gurschke,** Driver, Richmond Division, 10 years.
- **Johnny Hasty,** Driver, Newark Division, 11 years.
- **Robert Hensley,** Dispatcher, Newark Division, 15 years.
- **Abbee S. Lavalee,** Maintenance (Painter), Richmond Division, 17 years.
- **Glen D. Marlar,** Driver, Richmond Division, 22 years.
- **Lewis H. Sanchez,** Driver, Seminary Division, 20 years.
- **Virgil Sparks,** Driver, Seminary Division, 14 years.

Schedule names Boyle To supervisor post

Claude L. Boyle

Claude L. Boyle, who joined Schedule Department in 1971 after previous service as a driver and dispatcher, has been appointed supervisor of schedules. He was promoted from senior schedule analyst.

Boyle first joined AC Transit as a driver in 1948 but left in 1951 to join the Pinole Police Department, where he completed 13 years of service. He rejoined AC Transit in 1968, serving as an Emeryville Division driver and dispatcher trainee prior to transferring to Schedule Department as a traffic checker. Subsequent advances in that department were to assistant schedule analyst, schedule analyst, and senior schedule analyst.

Boyle's family includes wife Marcie and son Gregg.

On-bus "eye" spots culprits

In three months of test-use AC Transit drivers have activated onboard surveillance cameras only half-a-dozen times to film the handful of violent incidents that occur on the daily total of 9,000 bus trips. But these cameras have recently proved their worth.

Early this month the District and the Oakland police, aided by television coverage, appealed for help in identifying four young toughs who were filmed while attacking a passenger in an apparent watch-stealing attempt. One surrendered, others were quickly identified.

Drivers achieve 'bogey'

All divisions met last month's safe-driving bogey — the goal of averaging at least 13,250 miles per chargeable accident.

Highest average was Newark Division's 26,956 miles per mishap, and Richmond Division was a strong second for its September average of 21,405 miles per accident. Seminary Division drivers recorded an average of 15,906 miles per accident while Emeryville's score for the month was 13,952 miles per accident.

AC Transit drivers as a whole tallied 2,689,380 service miles in September.

Ranks of transit retirees diminished by four deaths

Lloyd G. Babo, 71, who retired in 1971 after a quarter-century of service, died September 17 in Roseville Community Hospital. He had been Emeryville Division driver at the time he retired, having begun his career in 1946 as a trainman.

Babo's home was in Daly City. No survivors are listed.

Leonard L. Culton, 68, who had been retired since 1972, died July 18 in Southern California, where his place of residence was Canyon Country. Culton had completed 31 years of service as a driver at retirement, with time off for military service during World War II.

He is survived by two children, William L. Culton, and Donna P. Brauer, and by a granddaughter, Kelly Lynch.

His tenure of transportation service began in 1941.

Martin H. Frederickson, 83, who retired as a driver in 1946 after 28 years of service, died August 21 in Texas.

One of the longest-term retirees on the pension rolls at his death, Frederickson is survived by a brother, George Frederickson, and three sisters, Anna Meyer, Ida Canon, and Grace Nunnary.

John R. Kleier, 70, a driver at Richmond Division at the time of his retirement in 1974, died September 22 in Lake County. At retirement, he had completed nearly 24 years of service. Kleier, whose home was in Concord, is survived by his widow, Coralee and two children, William and Clariece Kleier.

New Employees

AC Transit welcomes these new workers

Leon Cole, Jr.
Transportation
Seminary

Cora Cooper
Transportation
Seminary

Leroy Ecby
Transportation
Richmond

Hector Fuentes
Transportation
Emeryville

Adrianne Gaines
Transportation
Seminary

Floyd Henry
Transportation
Richmond

Melvin Holloway
Transportation
Richmond

Terry Holmes
Transportation
Seminary

Cristobol Iborra
Transportation
Emeryville

Lamore Jacks
Transportation
Seminary

Committee gears up for community-giving drive

UNITED EFFORT — This year's committee of coordinators for AC Transit's in-house campaign for United Way of the Bay Area met recently to discuss plans for the two-week drive which begins November 1. Aim is to assure that all employees get information and pledge cards to aid them in planning contributions which will support scores of community-based organizations serving a vast array of human problems and needs. This year's goal-for-giving, says Ben Davis (far left), employee relations coordinator, has been set at 25% above last year's total of cash contributions and payroll-deduction pledges. Employees have the option of earmarking their contribution for any of 200 United Way organizations.

Actions of the Board

At a regular meeting September 9, the Board of Directors:

- Approved contracts to Union Oil Company and Union Chemical for furnishing lubricants in connection with Regional Transit Association joint procurement, on motion of Director Rinehart.
- Adopted resolution authorizing filing of claim with Metropolitan Transportation Commission for allocation of net toll bridge revenues for Fiscal 1980-81, on motion of Director Rinehart.
- Adopted resolution regarding implementation date of merit compensation system for key managers, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting September 23, the Board of Directors:

- Approved sending three participants to Transit Data Summaries Group meeting in Houston November 10-12, on motion of Director Bettencourt.
- Awarded contract to ATE Management and Service Company, Inc., for furnishing Automatic Passenger Data Collection System and related equipment, on motion of Director Rinehart.
- Approved sending one participant to Urban Mass Transportation Management Seminar in Human Resources Development at University of Pennsylvania October 12-23, on motion of Director Rinehart.
- Approved new title of Safety Coordinator, updated job description, and established salary range for position previously designated Superintendent of Safety, on motion of Director Bettencourt.
- Approved new position of Security Coordinator and established salary range, on motion of Director Bettencourt.
- Authorized General Manager to advertise and solicit bids for purchase of approximately 131 buses, using "New Look" specifications, on motion of Director Fajans.
- Scheduled public hearings for November 10, 1981, on proposed new transfer policy and environmental study of Division 6 Winton Avenue site, on motion of Director Fajans.

Transit-Times

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JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV

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Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
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Nov.-Dec. 1981

No. 5-6 November-December, 1981

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Holiday coach Brightens Street scene

Our 'Stockholders' Write

I am a "Little Old Lady", 88, and living in North Berkeley for over 43 years.

We — elderly and old people — very often have a hard time to board a bus when they do stop too far away from the curb. One driver I noticed, Mr. *Steve Winfrey,* always tries to park the bus as close as possible to the curb, which is so very helpful to us old people, to those who are handicapped and those with small children.

Else Cappel
Berkeley

(Ed. Note: Also of help now on some coaches is a mechanical aid — a "kneeler", which brings the bottom step of the bus closer to the sidewalk or street. Along with a wheelchair lift, this is part of AC Transit's Elderly/Handicapped access program.)

* * *

I wish to thank *Betty Burnett* for going above and beyond her duty; this wonderful, energetic dedicated driver took me and my room-consuming wheelchair on her crowded bus.

I would think there was no way possible for me to fit on a bus with so many bodies, but Ms. Burnett was determined to fit me on her bus! Hats off to her!

Thank you for the great service.

Anne Kesti
Pinole

* * *

We would like to express our appreciation for our bus driver, *John Sundeen.*

He has always been kind and courteous to us. He has shown consideration in waiting for us when we were late.

He has shown safe driving habits and is always dependable.

Signed by
14 Passengers

I am writing this letter to commend one of your employees, *Harold Radcliffe,* night foreman, Maintenance Department, Division 4 yard.

On a Sunday evening I accidentally left an envelope containing important papers on a 40 Line bus which terminated at Center and Shattuck at about 7:30 p.m. I did not realize the papers were gone until about 15 minutes later; by then the bus was gone. I did not know what to do, so I stopped a 51 bus and asked the driver for advice. She said to call the yard at 45th & San Pablo.

I checked by phone with various locations at various times throughout the evening. About 12:10 a.m. I called the Maintenance Department and got Mr. Radcliffe. He offered to go out and look at Bus #1113 as soon as he got a chance; he said to call him back in an hour. At 1:10 a.m. I called him and he had found the papers! I would like to thank him for his help and commend him for his good sense.

Kenneth M. Livingstone
San Francisco

* * *

I am writing to give complements to one of your nice bus drivers. He is Mr. *F.C. Gazaway.* He drives a 14 bus and has always been so extra courteous and kind. He has a wonderful sense of humor, too, which makes riding the bus that much more pleasant.

We are proud of Oakland's public transportation and very grateful for your good bus drivers. Please tell Mr. Gazaway thanks.

Kittie and Estacio Cruz
Oakland

General Manager's year end letter Outlines past and projects future

I want to take this opportunity to thank all of you for a job well done in 1981, and extend my best wishes to you for 1982.

Our work together during the last twelve months involved some of the most demanding challenges in AC Transit's history. The teamwork exhibited by employees of the District enabled us to meet those challenges, just as I hope it will enable us to succeed in the future.

We are faced with very uncertain times. Presently, we are seeing a decline in the support of public transit at the national, State and local levels. This retreat from a full commitment to public transit means increasingly restricted revenues.

For AC Transit, specifically, it means facing unprecedented deficits.

How we react to these problems and the character we exhibit will determine the nature of public transit in the East Bay.

AC Transit has always depended on the efforts and the quality of the people who work here. Those efforts and that quality have been of the highest order during 1981.

The coming months will demand that we continue in this tradition.

Robert E. Nisbet
General Manager

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Hearing airs views on transfers

PUBLIC PARTICIPATION — William Abbott, of Oakland, was one of 35 persons who addressed the AC Transit Board of Directors at a public hearing Nov. 10 on a proposed new transfer policy. The Board of Directors postponed action on the plan pending review of passengers' reactions and additional information. Discussed at the public hearing were proposals to have no restriction on direction traveled; limit the transfer to only one use, allowing passengers to ride a maximum of two buses for a single fare; and having transfers good for one hour from the last transfer point at the end of the line on which the transfer was issued.

Survey results will offer Guides to ridership gains

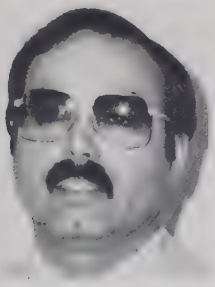
A two-part market survey centering on the Fremont-Newark area was given the green light by Directors at their November 25 meeting. Aim is to accrue information needed in planning a promotional campaign to stimulate ridership and increase farebox revenue in that area of Alameda County.

First phase of the project is an on-board survey of current riders, with follow-up telephone interviews of some survey participants. Questions asked in this phase would seek to determine the following: why these riders are bus patrons; their opinion of the present service design, which is centered on BART stations; and their reactions to possible ridership-promotion projects.

Information from this first phase of the survey would be used in designing the second phase: a poll of non-riders which would be greater in scope than the one involving current riders. This phase has a two-fold purpose: to determine whether the existing service design meets the needs of a significant number of potential riders and to develop a soundly-based, effective ridership-promotion campaign.

THE COVER — AC Transit's festively decorated offering to the 1981 holiday season (top cover photo) went into service on East Bay streets the day after Thanksgiving after receiving a send-off (above) from Maintenance Department's Marv Middaugh, Al Trevino, Rick Munder and Merle Hamilton. The bus (see Page 6 for some earlier holiday coaches) made an appearance (bottom cover photo) in Oakland's decorative-lighting ceremonies and parade on December 1, carrying event officials and participating citizens.

New departmental managers assume posts



Glenn Andrade

Gary Ogg

Glenn Andrade joins AC Transit as purchases and stores manager after more than a decade of service with Golden Gate Bridge and Highway District, where he attained the position of Bus and Ferry Division buyer.

Prior to his joining that organization, he had been associated with Kaiser Sand and Gravel for five years.

Andrade, whose career-preparation studies were at San Jose City College and San Jose State University, served as Procurement Committee chairman of the Regional Transit Association in 1978. He has served also on American Public Transit Association's Purchases and Materials Management Committee.

His family includes wife Marsha and three children — Glenn, 17; Kristy, 14; and Amy, 8.

Gary Ogg, newly-appointed personnel manager, assumes his position at AC Transit after serving two years as director of personnel and employee relations for the City of Las Vegas. In previous positions, he was director of personnel for Pima County, Arizona; was the first to hold that position with East Bay Regional Park District; and also served as assistant city manager for Antioch.

A native of Sacramento and pre-law graduate of Sacramento State University, where he subsequently received a master's degree in psychology, Ogg says he is very pleased to be returning to the Bay Area.

His family, which has already made the move from Las Vegas, includes wife Lee and three children: Kirby, 14; Casey, 10; and Brian, 2½.

Fall safety tally noted

Newark Division led in the late-fall safe-driving statistics with its October-November averages of 34,642 miles and 39,773 miles per chargeable accidents, respectively. Drivers at Richmond Division came in with second-place honors with their October average of 16,757 miles per mishap and November tally of 14,724 miles. Emeryville's tallies were 14,599 miles per accident, October; and 13,781, November. Seminary's safety record for the period showed 14,118 miles per accident, October; 13,307, November.

AC Transit drivers as a group compiled a total of 2,842,331 miles of service during October and 2,614,741 miles during Thanksgiving month.

Raiders vie on transit's team

Public transit's convenience and cost advantage were pointed up in a light-hearted event on December 9 testing time and expense of traveling between downtown Oakland and Oakland Airport.

Raymond Chester and Mickey Marvin, Oakland Raiders, traveled via BART and AC Transit Line 57, competing with two Oakland Raiderettes, who made the airport jaunt in a private car.

Though the time by car — 28 minutes, 34 seconds — showed a slight edge over public transit's figure of 30 minutes, 15 seconds — the cost difference — $5.40 (one way) by car compared to $1.50 (round-trip) by transit — appeared, to put transit in the winner's circle.

Phone information hours to change

In order to concentrate all available transit information clerks in those hours and days of the week when demand for information services is heaviest — midday on weekdays — the operating hours of AC Transit's Telephone Information Center are to be adjusted beginning Sunday, January 17.

The new operating hours will be from 7 a.m. to 7 p.m. on weekdays and 9 a.m. to 6 p.m. on Saturdays, Sundays and holidays. The Center has been operating 6 a.m. to midnight Monday through Saturday, and 7 a.m. to midnight on Sunday.

The vast majority of calls which connect with the Center — 82% — occur between the hours of 7 a.m. and 7 p.m. This is a period of such heavy demand that some callers cannot be accommodated. Discouraged at having to wait, many hang up before a clerk can answer. The adjustment in Center hours and accompanying manpower realignment is aimed at better serving the majority of callers.

"With demand for information increasing, we simply have to shift the manpower available to provide the best possible service to the most customers," said Mike Mills, marketing manager.

With more clerks working in these daylight hours, calls will be handled more quickly. The change allows for accommodation of many more information inquiries as those riders now accustomed to calling at nights and early mornings adjust to the new operating periods.

After January 17, the District's administrative telephone switchboard also will be operating on the new schedule.

During non-operating hours, the Transit Information telephone numbers will be answered with pre-recorded schedule information.

Surplus buses and parts Will be offered for sale

If you'd like to own a bus or bus fleet — or might even be in the market for some spare coach parts — give AC Transit a visit in the next few weeks.

The System has put 65 veteran coaches out to pasture, and they'll be auctioned off Thursday, January 28, 1982. These vehicles are GMC products.

Minimum acceptable bids have been set for the buses, with the amount in each case based on an independent appraisal of the vehicle's condition.

In the same sale, the District also will offer a wide array of surplus bus parts.

Potential buyers can inspect the coaches at 977 66th Avenue (at San Leandro Blvd.) in Oakland. Further sale information may be obtained from the Purchases and Stores Department: 891-4940.

Electronic Signage

ON-COACH SIGNAL — The latest in destination signs can be programmed to offer a wide variety of guideposts to passengers seeking the right coach to catch. Here, Norman Brewer (Maintenance) inspects Transign, Inc.'s electronic model currently being tested by AC Transit.

66 years of service

Couple chooses active retirement

With a combined total of 66 years of public transit service, Manuel and Virginia Garcez might be excused if, in retirement, they elected just to settle into their easy chairs. But it's clear in talking to them that theirs is a more active retirement, with "Manny" handling a heavy schedule of community volunteer work and Virginia "learning to be a housewife" while enjoying the opportunity to indulge her love for such past-times as sewing for members of the Garcez family.

The couple, who met as streetcar operators during World War II, developed a pattern of "working together as a team" which seems to have served them well in the rearing of their three sons while they maintained their separate, demanding work schedules over many years. At retirement, Manny was credited with 37 years of service, while Virginia had chalked up 29. Both finished up their transit tenure at Seminary Division, he as a driver, she as a senior clerk.

This team effort over the years included alternating work-shift and vacation patterns during their sons' early years so that one or the other parent was home when the children needed care and supervision. Parental concern appears to have paid off for the couple, who can point with pride to their grown-up sons' careers: Jimmy is a mortician; Jerry, a controller for a high-technology company; and Randy, a biochemist for a pharmaceutical firm. There are four grandchildren also, ranging from 18 to 3.

Though her years as a streetcar operator ended with the conclusion of World War II, Virginia returned to transit service in 1951 as a bus driver. This involved an amusing turnabout in roles: Virginia, who had been responsible for training Manny on the streetcars, found herself being trained by her husband as a bus driver! She was a driver until 1955, when she made the switch to office work,

starting as a routine clerk. She also did a lot of time-keeping over the years.

Manny recalls being fascinated as a child by trains and streetcars. So it was only natural he'd be motivated to respond to a Key System World War II ad for streetcar operators. He switched to driving buses when streetcars were phased-out in 1948.

He credits his years of day-to-day dealing with the public with curing his early tendency to be shy and reserved. Today, his enthusiasm for people shows up in the extent of his volunteer work: he teaches leatherwork, weaving and woodcrafting at East Bay senior centers and also is a have-suit-will travel Santa, making appearances as St. Nick for various community organizations.

The couple has completed one long-planned trip since retirement began. Last summer they flew to Europe, visiting Lisbon, Portugal, and Madeira Island (famed for wine and beautiful embroidery work), where Manny's father and mother were born and where some of his relatives live.

Though they expect to do more traveling, they also intend to keep their Oakland home as retirement base. They've lived there for more than a quarter-century, and the Bay Area won out, Virginia says, over all other regions they considered as potential retirement locations.

New Employees AC Trans

Judith Aranda
Transportation
Emeryville

Doyle Arnold
Maintenance
Seminary

Gerald Brown
Transportation
Emeryville

Steven Dessin
Maintenance
Emeryville

Joseph Duenas
Maintenance
Emeryville

Anthony Florez
Transportation
Emeryville

Esther Gonzalez
Transportation
Emeryville

Gwendolyn Heidelberg
Transportation
Emeryville

Lawrence Holden
Maintenance
Emeryville

Jerome Holmes
Transportation
Emeryville

Brenda Jackson
Transportation
Richmond

Dennis Jackson
Maintenance
Seminary

Mary Johnson
Transportation
Seminary

Preston Johnson
Transportation
Seminary

Louis Lane
Maintenance
Emeryville

George Lomax
Transportation
Emeryville

Stephen Monson
Transportation
Emeryville

Isaiah McCoy, Jr.
Transportation
Seminary

Charles Mosley
Transportation
Emeryville

Barbara Moss
Maintenance
Seminary

t welcomes these new workers

Saul Murillo
Transportation
Emeryville

Andrew Norris
Transportation
Emeryville

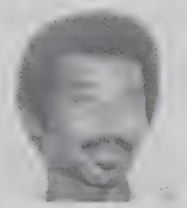
Hugh Oliver
Transportation
Emeryville

Oscar Perdomo
Transportation
Emeryville

Ugo Quezada
Transportation
Emeryville

Manuel Quiroz
Transportation
Emeryville

John Ramirez
Maintenance
Emeryville



James Robinson
Transportation
Seminary

Luis Rosales
Transportation
Emeryville

Juventino Sanchez
Transportation
Richmond

Agustin Sandoval
Transportation
Richmond

Jose Salazar
Transportation
Emeryville

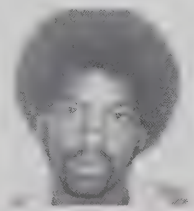
Leslie Smith
Transportation
Emeryville

Michael Stein
Transportation
Seminary

Sanders Stephenson
Transportation
Richmond

Earl Taylor
Transportation
Seminary

Bernadette Tryial
Transportation
Emeryville

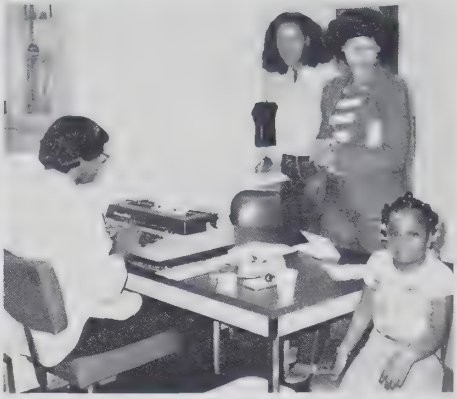


Dwight Walker
Transportation
Seminary

Marcus Walker
Transportation
Seminary

Kenneth Washington
Transportation
Seminary

Employee dependents and retirees get new bus passes



DEPENDENT PASSES — The District began issuing new dependent bus passes November 21 at Richmond Division with the help of AC Transit employees Juanita Pichardo and Bernell Thomas (above, left, at camera), and Erline Miles (above, right, seated at typewriter). Retirees and dependents must turn in their old passes by March 1, 1982. AC Transit representatives are issuing new ones at various divisions on weekends. Information on times and locations of issuance may be obtained by calling Treasury Department, 891-4774.

Sales figures show growing popularity of Monthly Passes

The convenience of 'show-and-go' passes is atracting more and more riders, particularly commuters who use transit on both sides of San Francisco Bay.

AC Transit patrons who also ride the San Francisco MUNI Railway purchased 1,298 "AC/MUNI Connection" passes in November, up from 1,213 in September when the new joint pass was introduced and also from the 1,236 figure in October.

The intersystem card is this District's familiar Transbay Monthly Pass with the addition of a sticker which is recognized by MUNI for transit trips on the west side of the Bay.

For a one month period, it's good for unlimited local and intercity express trips in the East Bay, plus unlimited transbay trips to and from the proper zone. And in San Francisco, it's honored during the valid month by MUNI bus drivers, streetcar operators and agents in the new LRV system too.

November statistics also show that 4,197 Transbay passes were sold for exclusive use on AC Transit buses. In addition, 7,325 riders purchased November's Local pass, good for unlimited bus trips on local East Bay lines. That latter figure compares with 5,956 such passes sold in November, 1980.

Guide gives transit overview

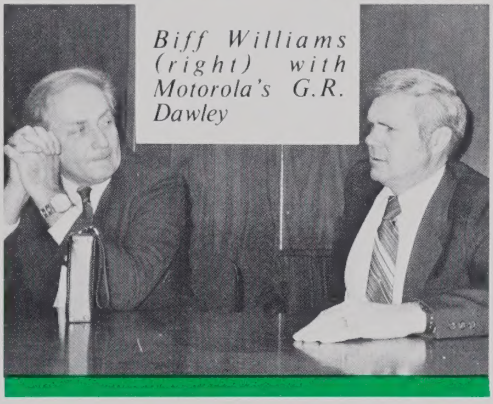
All AC Transit employees will be receiving a newly-published paperback book in their Christmas stockings this year.

It's the Regional Transit Guide, a comprehensive and colorful transit reference manual published by the Metropolitan Transportation Commission. In its aim of clearly explaining how to utilize Bay Area public transportation, the guide contains route maps, transfer diagrams, and detailed service information, including how-to-get-there data on more than 800 popular destinations in this area.

Each AC Transit employee is receiving a free copy, but the guide sells for $2 to the general public at news stands, book stores, or the offices of the MTC in Berkeley.

FOCUS: Transit People and Projects

EVALUATION VISIT — Motorola Communications and Electronics Inc. representatives Al Sterland (above left) and Chuck Badgely recently reviewed Central Dispatch operations with AC Transit personnel, including B.F. Williams (right), chief transportation supervisor. Joint aim was to assess effectiveness of the radio communications center which was installed in 1979.



Biff Williams (right) with Motorola's G.R. Dawley

HEALTH CHECK — AC Transit Driver Ronnie Williams has his blood pressure checked by Silvia Ribeiro, a volunteer with the Alameda County Hypertension Council. An estimated 500 AC Transit employees participated in the free check to assist in early identification of potential health problems.

Actions of the Board

At an adjourned regular meeting October 28. the Board of Directors:

- Authorized participation by one AC Transit representative in Urban Mass Transportation Management Seminar at Northeastern University, Boston, beginning November 2, on motion of Director Bettencourt.
- Approved award of contracts for furnishing brake drums to low responsive bidders, in conjunction with Regional Transit Association joint procurement, on motion of Director Bettencourt.
- Authorized General Manager to exercise purchase option under existing contract with Duncan Industries for additional components for automated fare collection system and also to arrange that, henceforth, all fareboxes purchased be equipped, on delivery or as retrofit, with specified modifications, on motion of Director Rinehart.
- Scheduled public meeting for November 10, 1981, at 8:30 p.m., BART Board Room, to allow comment on proposed service changes, on motion of Director Bettencourt.
- Authorized travel of Board members to meeting of California Association of Publicly Owned Transit Systems in San Diego November 19-20, on motion of Director Fajans.

At an adjourned regular meeting November 10, the Board of Directors:

- Adopted resolution asserting completion of negative declaration process and approved the project involving relocation and re-development of Division 6 operating/maintenance facility, on motion of Director Bettencourt.
- Authorized agreement with TDI/ Winston, Inc., for on-bus advertising for the period 1982-86, on motion of Director McDonnell.

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